

ASAHI BEER

Just the very brand ...

MITSUI BUSSAN KAISHA, LTD.

The China Mail

ESTABLISHED 1845

TO-DAY'S DOLLAR.—The closing rate of the dollar on demand, to-day was 1/6 9/16.

No. 27,382 HONG KONG, THURSDAY, JANUARY 9, 1930.

PRICE \$3.00 Per Month.

BLAZE ON BRITISH STEAMER

FIRE BRIGADE WORK FOR AN HOUR & A HALF ON "CALULU"

SMOKE BELCHING FORTH

A blaze on an ocean-going British steamer of several thousand tons in Hong Kong harbour lasted the better part of this morning but, thanks to the strenuous efforts of the Fire Brigade, it was subdued.

The vessel was the Austral-China Navigation Co.'s ss. Calulu, which was lying at A3 mooring, in the stream.

At about 6.30 a.m. it was reported to Captain Thomas P. Blair that fire had broken out in No. 5 hold, which is one of the lower compartments aft, containing 500 tons of coal.

The officers and crew, comprising 13 British and 68 Asiatics, set to work with a will. The alarm was passed to No. 7 Police Launch, which transmitted it to Central Fire Station.

Hidden By Smoke

When No. 1 Fire Float arrived alongside with Mr. G. C. Moss, Station Officer, just after seven o'clock, the smoke was so thick that entry into the ship's holds was impossible. Smoke belched forth and hid a part of the steamer from view.

Those aboard pointed out the scene of the outbreak as being on one side of a tunnel. Six deliveries were directed into the place and water poured in so that it soaked through the coal. By the time that the water stood about eight feet high, the outbreak was at an end, the firemen having worked for an hour and a half.

Gas Masks Used

Although gas masks were brought out—as is usual with all occurrences on shipboard—they were not used by the Fire Brigade; this was not because there were no dangerous fumes, but because it was not necessary to fight a way into the hold.

Spontaneous combustion is believed to have been the cause and about 100 tons of coal was lost.

No Material Damage

There was no material damage to the ship although the sides became "fairly warm at one time," as one of the Brigade said.

The job was to be completed by pumping out the water and shifting the coal. Mr. H. T. Brooks, Superintendent, was on the scene and No. 1 fire float was also sent out.

The Calulu arrived at 3 p.m. on January 6 from Australia via Manila and had on board 165 tons of general cargo for Hong Kong.

BIG FALL IN LONDON SILVER MARKET

INDUSTRY IN ACUTE STATE OF OVER-PRODUCTION

LEVELS FOR CHINA

London, Yesterday.

Commenting on the fall in the price of silver in London bullion market yesterday to 20.5/16 pence per ounce, the lowest on record, the Daily Mail says that little hope is entertained that the discovery of new markets for silver is sufficiently important to set off the loss entailed in the almost universal abandonment of silver as a standard currency. The silver industry, therefore, is in an acute state of over-production, which most authorities believe promises a further fall in values, although bullion dealers generally believe that quotations will settle at a paying level for China.

FIRM HAND TAKEN WITH RIOTERS

SAMOA'S ADMINISTRATOR TO TAKE ALL ACTION NECESSARY

SURRENDER DEMANDED

Wellington, Yesterday.

In consequence of the murder of a police during the outbreak at Apia on December 20, the New Zealand Government has decided to adopt a firmer policy in Samoa, and has authorized the Administrator to take whatever action is necessary to assert the law and maintain order. The police, Dunedin, carrying machine guns, has left Auckland for Samoa.

OFFICIAL NOTICES HAVE BEEN SERVED

Official notices have been served in the case, directed on Samoa, requiring all Germans to leave the colony by January 15. The German Legation, which had been the scene of a number of disturbances, has been closed, and the German Consul has left the colony.

REDUCING THE NAVY PROGRAMME

PREMIER SAYS IT WOULD NOT IMPAIR SECURITY

NAVAL CONFERENCE

Rugby, Yesterday. Mr. Ramsay MacDonald left Lowestoft, his Scottish home, to-day for London. Before his departure he made a statement to the press regarding the Five Power Naval Conference. He said that the Conference would deal with every class of warship, from dreadnoughts to submarines. Things were very well advanced. There were little points on which agreement had not yet been reached, but none of them was of so great importance that agreement was impossible. He felt quite optimistic about the prospects.

It was no use shouting before the conference was over, for there were one or two difficult matters to be arranged arising not out of any ill will, but out of the different conditions of the countries. He saw no reason, however, for fearing that accommodation would not be reached.

THE REDUCTIONS

The premier added that it was with the full consent of the Admiralty up to now that the British Government was prepared to make proposals at the Naval Conference which would mean a considerable reduction in the British naval programme without in any degree impairing the security of the Empire.

But everybody, both at home and abroad, must very clearly understand that these reductions will depend upon international agreement. It is quite impossible for any one country to go beyond what can reasonably be regarded as a state of international equilibrium."

The Japanese delegates to the Naval Conference will lunch with Mr. MacDonald at his official country residence at Chequers on Saturday—British Wireless Service.

U.S. PRESS CRITICISM

Washington, Yesterday. The American delegation to the London Naval Conference are leaving for Britain on January 9 amid a chorus of goodwill.

The Republican and "Big Navy" paper, the Herald Tribune, believed that great difficulties may arise as the result of conflicting national interests, but there is reason to be hopeful that great things will be done at London. The Herald Tribune wishes the delegation all possible success.

The New York Times, (Independent) emphasises that an instantaneous and sweeping success for the conference is not to be expected, and says that the delegation bear with them the hopes and prayers of all who believe that the mighty issues of peace and security for the world depend on the outcome of the conference.

The Democrat paper, the Evening World, warns the public to be on guard against hostile propaganda inspired by those financially interested in defeating the purpose of the conference. Reuter's American Service.

EARLIER NEWS

Rugby, Yesterday. The First Lord of the Admiralty, Mr. Alexander, who will be one of the chief British delegates at the forthcoming Naval Conference, speaking at a meeting last night, said that the conference was fraught with great issues. There was no realm of human endeavour in which the spirit of co-operation was more needed than in an effort to secure a better basis for peace by agreement and by reduction of armaments.

Mr. Alexander continued: "You will find that as soon as the Conference is launched public opinion will be played upon from two extreme angles. You will get probably virile propaganda for a very drastic, if not complete disarmament, and you will get equally a virile propaganda to the effect that any move we make in the way of reduction is going completely to undermine the basis of national and Imperial security."

Those who go into the conference have not to be moved by either of these extreme forms of propaganda. What we have to do is to avoid the re-opening of a race in armaments by reaching a point of agreement that there is to be a reduction in armaments."

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THIEF IN EUROPEAN LADY'S BEDROOM

STOLEN CLOTHING WHICH PAWN BROKER WOULD NOT ACCEPT

A COOL ROBBERY

Rugby, Yesterday. A cool thief was enacted by an unemployed Chinese yesterday at 534, Nathan Road, (ground floor) the residence of Mrs. Furzer.

At the Kowloon Magistracy this morning the man was charged before Mr. T. S. Whyte-Smith with the larceny of three pieces of clothing, the property of Mrs. Furzer.

Detective Inspector Fallon, prosecuting, stated that at 6.30 p.m. the defendant was arrested by a Chinese detective coming out of a pawnshop in Shanghai Street. The defendant had evidently had the articles refused by the pawnbroker.

The man was taken to the Yau-mati Police Station. On being questioned, he led Inspector Fallon and the detective to the house, from which he admitted that he had stolen the clothing.

THROUGH THE FRONT DOOR

Inspector Fallon pointed out that the defendant must have got in through the front door, which was open because the children were playing on the pavement outside.

Mrs. Furzer said that the clothing must have been taken from her bedroom.

Inspector Fallon remarked that the defendant had no reason to steal at all, because when he was searched at the Yau-mati Police Station he had \$1.20 on his person.

Nothing being known of the man, sentence of three months' hard labour was passed.

The Magistrate asked why the pawnbroker, if he were suspicious, did not hold the defendant at the time of the pawning.

Inspector Fallon pointed out that the pawnbrokers were very busy at present, as the Chinese New Year was so close at hand.

According to an official newspaper, the Government is considering the abolition of the tael in favour of a dollar standard, with the eventual adoption of a gold basis—Reuter.

CHINA AND THE \$

Government Views on Fall of Silver

GOLD BASIS TO COME?

Nanking, To-day.

An emergency meeting of the National Government of China is being held to consider steps to deal with the chaotic situations created by the slump in silver.

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Phone C. 22
FOR
CLASSIFIED
ADVERTISING

Twenty-five words three insertions prepaid \$1. Every additional word four cents for three insertions.

All replies under this heading must be called for.

FOR SALE

FOR SALE—Piano. Practically new. Iron Frame. \$250 or nearest offer. Apply Trumper, 13, E. Block, Victoria Barracks, Hong Kong.

PIANO. Good condition. Owner leaving Colony. Genuine bargain for quick sale. Can be seen by appointment. Apply S.Q.M.S. Booker, Command Pay Office, Victoria Barracks, Hong Kong.

TO LET.

TO LET—Office (2 Rooms) to be let from 1st January, 1930, in Hong Kong Club (Annex). Apply Secretary, Hong Kong Club.

HOME TUITION.

WESTOVER—STEVENAGE. Within an hour from London. In healthy neighbourhood. SCHOOL FOR GIRLS and SMALL BOYS. A few Boarders received in the House of the Principal. Individual care and attention. For Particulars apply to:

MISS RUTH CULLEY
(Camb. Higher Local),
Camb. Teachers' Diploma).

MISS GERTRUD TURNER
(National Froebel Higher
Certificate.)

ALEXANDER'S INSTITUT DE
BEAUTE



For the best Permanent Finger & Marcel Waves. Hair Cutting and Manicure for Ladies & Gentlemen.
Pedder Bldg. 1st Flr. Room 5
Opposite entrance H.K. Hotel.

PHOTO-SUPPLIES

Kodaks and Cameras.
Films, Plates and Papers, etc.
Developing, Printing and
Elarging.

ZEISS and BUSCH
FIELD GLASSES
Price Moderate.

A Trial Order is Solicited.

A. SEK & CO.
Tel. No. C. 3459.
284, Des Vaux Road C.,
Hong Kong.

NOTICE
TO SHIPWORNS,
MASTERS & AGENTS.

The Yuen Wo Seamen's Institute always has men available to ship as watchmen, seamen, &c.

Our men are employed by the leading passenger lines. We guarantee satisfaction.

Please phone or call:—
K.661—No. 2, Saigon
Street, Yaumati or
C.2560—No. 36, Tung
Man Street.

TANG YUK, DENTIST
Successor to
the late SIEU TING,
14, D'Aguilar Street.
TERMS: VERY MODERATE
Consultation Free.

We have in Stock and
FOR SALE
Used and Unused Atlantic and Pacific
POSTAGE STAMPS

LAMMERT BROS.

AUCTIONEERS, APPRAISERS
AND SURVEYORS.

Public Auctions

THE Undersigned have received instructions to sell by Public Auction
ON
FRIDAY, January 10, 1930,
commencing at 11 a.m.
at No. 8, Granville Road
(Second Floor).

A Quantity of
VALUABLE HOUSEHOLD
FURNITURE.

Catalogue will be issued.
On View from Thursday, January 9, 1930 (from 10 a.m.).

Terms—Cash on Delivery.
LAMMERT BROS.,
Auctioneers.
Hong Kong, January 4, 1930.

RADIO PARTS.

We have just unpacked the following:

Brown Vee. Loud Speaker
Unit with 12" cone and
chassis.
Ready Radio-Selectivity Unit.
Doubler Fixed Condenser.
Hydia Condensers for Elimina-
tors, etc., etc.

We have also many other parts
on the way and arriving soon,
including Electric Gramophone
motors and Aluminium Panels.

Enquiries from:

ORIENTAL COMMERCIAL
COMPANY, LTD.
Bank of Canton Building,
(3rd Floor). Phone C. 4405.

UNCLAIMED TELEGRAMS.

THE GREAT NORTHERN
TELEGRAPH CO., LTD.
OF DENMARK

The following unclaimed telegrams are lying at the office of the Great Northern Telegraph Company (Limited) of Denmark:

Hong Kong Chinese Importing Union, from Hankow.
Lolan, President Van Buren, from Shanghai.

Hoyt, Hong Kong & Shanghai
Bank Bldg. from Stamford, Conn.
Wulien Ten, Peninsula Hotel, from Shanghai.

Akepulu, from Shanghai.
Hahksian, from Swatow.
E. V. JESSEN,
Superintendent

Hong Kong, 8th January, 1930.

THE EASTERN EXTENSION
AUSTRALASIA & CHINA
TELEGRAPH CO., LTD.

The following unclaimed telegrams are lying at the E. E. Telegraph Co. office, Hong Kong:—
Miss K. Ostashevskaya, care of V. Russkoff, 868, Nathan Road, Kowloon, from Shanghai.
Alice Silva, 8, May Road, from Macao.

Petrosam, from Taihoku.

S. LACK,
Superintendent
Hong Kong, January 2, 1930.

REALISTIC

The realistic Method is al-
together new—a new way of
winding the hair, from the
ends toward the scalp—a new
wave—softer, smoother and
more natural.

Arrange TO-DAY to have
your Realistic Permanent
Wave or Revave.
YATOI BEAUTY PARLOUR
26, Wyndham Street.

INDIAN SCIENTIST'S
EXPERIMENTSA VISIT TO THE BOSE
INSTITUTE

LIFE MECHANISM

Calcutta.—On a visit he has just paid to the Bose Research Institute in Calcutta, Reuter's special correspondent witnessed some remarkable demonstrations in connection with Sir Jagadis Chandra Bose's apparatus for recording the life-growth of plants, and also in the establishment of his thesis of identical life-mechanism in the animal and vegetable kingdoms.

I was lucky enough (Reuter's correspondent says) to arrive while it was still light at the Bose Institute, and was conducted, before the demonstration in the lecture theatre started, round a charming garden. In this garden are grown the plants on which Sir Jagadis Bose conducts his experiments. Around it are the laboratories and workshops and the quarters of the European and Indian students. Not a plant, not a screw, comes from outside, and the scientist's marvellously delicate instruments are all home-made:

Later on, in the theatre, the revelations made by Sir Jagadis Bose's new type of "growth balance" caused a sensation. This, apparently, not only visualises, imperceptible growth, but makes an immediate measurement of the rate. The apparatus is so exceptionally sensitive that it records the response of plants to wireless stimulation, which is beyond the range of human perception. The establishment of the laws of growth, on which the advancement of scientific agriculture depends, has been rendered possible by this new method.

Other equally astonishing experiments with animals and plants, carried out side by side, established the identical life-mechanism in the two kingdoms. The leg of the frog, as well as the leaf of the mimosa, produced similar dancing movements under nervous excitation.

A plant was next made to inscribe its throbbing, pulsations, and pulse beat under the action of poison appeared like the fluttering of a creature struggling for life. The resonant cardiograph recorded the characteristic effects of different Indian drugs on the animal heart. These have been tested and variably led by experts of the Faculty of Medicine in Vienna.

The heart-beat of a frog had just come to a stop, the animal being to all intents and purposes dead. The injection of a few drops of an Indian drug of high potency caused revival of the heart's action, and the animal was brought back to life. A large number of Indian plants are being discovered to have medicinal properties, the existence of which had never been suspected. Their efficacy in reviving a failing heart appears to be exceptionally high.

Further progress necessitates the isolation of active principles from plant extracts, as well as prolonged investigation for the standardisation of the dose on human subjects. The results would, it is believed, lead to the establishment of a new pharmacopoeia for the relief of humanity.

A BAD IMPRESSION

British Workers Return

From Russia

A delegation of some fifty British, German, and French workmen, who have made an extensive trip in Soviet Russia, arrived at Stolbov, on the Russo-Polish border.

Press reports published in Warsaw say that delegates intentionally left behind several hundred kilograms of Soviet propaganda booklets printed in several languages, as cumbersome and useless, and containing gross misstatements as to the condition of workers in Soviet Russia. They state, it is added, that workers' conditions there are most deplorable.

Lloyd's agents inquired whether the new name of the port as communicated to foreign post offices was "Stamboul" or "Istanbul," to which the reply was given that the Turkish name "Istanbul" is the correct name, but that "Stamboul" was merely considered the French way of writing "Istanbul" and that consequently no distinction would be made between the two words and telegram addressed "Stamboul" would be accepted and delivered.

Four numbers from New York have been kept in the office for ten days, two days being spent hunting in Alberta County. Their addressees were at the same address and dictated by the same address.

Equal good for both sexes, and sold by chemists everywhere.

KEEPING OUT THE
BUILDERSHAKESPEARE'S COUNTRY TO
BE SAVED

WELCOMBE HOUSE

A sale of particular interest to all Englishmen took place at Stratford-on-Avon recently, when a portion of the Welcombe Park estate, which adjoins the Warwick Road out of Stratford, was put up for auction. Much land round Stratford has been sold in the past for building purposes, but the peculiarity of this offer by auction was that the land, which borders the only road out of Stratford which has remained free from "ribbon" development, was to be sold to keep the builder out, and thus preserve for all time a piece of landscape which beyond all cavil can be labelled Shakespeare's.

Originally, the sale was to comprise the 70 acres of the estate bordering the road. To prevent this, Mr. Archibald Flower, who is a resident and a member of the Council for the Preservation of Rural England, made a prior purchase of this portion, together with the large house and ground occupied by Sir George and Lady Trevelyan until their death a short time ago.

At the auction, he offered for sale the house and grounds only, with the object of obtaining price, the balance of which, over the "upset" figure of \$12,500, will help to purchase the roadside lots for the nation. Welcombe House stands in beautiful park-like grounds and is in perfect condition. It is suggested that it would be suitable for a school or a large hotel.

From the house, one looks across to the River Avon, and beyond, to Edge Hill in the far distance. Incidentally, it is pointed out that Mr. Flower's action in purchasing the roadside lots has enhanced the value of the house, because the purchaser will now be certain of enjoying an uninterrupted view free from buildings.

STAMBOUL

Constantinople And Its
New Name

Stamboul.—Prominence is given by the Turkish Press to the replacement of the name of Constantinople by that of Stamboul. For sixteen centuries, nearly to the day, the name of Constantinople has been used in international intercourse, as it was on May 11, 330, when the Emperor Constantine solemnly inaugurated his new capital on the shores of the Bosphorus.

To the Turks themselves it never was Constantinople, but Istanbul. They tolerated it being called Constantinople by foreigners, and it is with regard to foreign countries that this change of name is supposed to have been judged necessary.

Curiously, the word "Istanbul" is etymologically not of Turkish, but of Greek origin. When they were going to Constantinople the Greeks of the Byzantine period used to say: "I am going to the town of —", hearing which the Turks grew accustomed to call it by this name, abridging the words to "Is-tan-bol". Among the Turks, it is, however, current to explain the word Istanbul as signifying Islam-bol, i.e., the town of Islam.

An Alternative

With regard to the change in the name of Constantinople to "Istanbul," Lloyd's agents have interviewed the managing director of the post office there. The managing director informed Lloyd's agents that the notice in the press regarding the return or refusal of letters addressed "Constantinople" is quite erroneous. No such instructions had been issued, and letters addressed "Constantinople" will be delivered as usual. He added that such a step could not be taken until the general public abroad had become aware of the new name. As regard telegrams, however, instructions had been sent to foreign post offices regarding the change of name, and consequently telegrams should no longer be addressed "Constantinople."

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Equal good for both sexes, and sold by chemists everywhere.

WHERE

DO YOU KNOW

Have you ever considered whether your food is cooked under proper conditions?

Do you often go into the kitchen? Is it as hygienic as it should be? What fuel is employed? What appliances?

Many kitchens in Hong Kong sadly need overhauling and modernising. Does yours? Go into these questions and if you find the answers unsatisfactory let us suggest that you

COOK BY GAS

—The modern way

—The cleanest way

—The best way.

Gas Cookers supplied and fixed on hire, sale or hire-purchase.

THE HONG KONG & CHINA GAS COMPANY, LTD.
West Point, Hong Kong, and Jordan Road, Kowloon.

Central Showroom—Ice House Street.
Telephone C. 47. Auto 20000.

SMALLEST BABY

A Foot In Height After
Three Weeks

Budapest.—Manci B., who is believed to be the smallest baby ever born of a normal-sized mother, has happily discontinued fears for her survival, and is now beginning to walk and talk. When Manci, the child of a Jewish locksmith, first saw the light in a Budapest clinic she was found to weigh only 600 grammes (21oz.). Her weight rapidly decreased to 550 grammes, but she was kept in life by transfusions of blood taken from her mother and father.

At the age of three weeks Manci's height was twelve and a half inches, and though she is still far below normal size she is the pride of the clinic in which she was born, and has been visited by medical men from Vienna, Berlin and Paris. The "Pestli Naplo" learns that at the forthcoming sitting of the doctors' association, Manci is the subject scheduled for debate.

Do Weather Changes
Worry You?

Now is the time of year when the aches and pains of rheumatism, sciatica, lumbago and neuralgia attack many people. The reason is that the blood has become watery and the nerves have got run down as a result of the past hot season, and so the system is enfeebled and incapable of resisting chills and damp and sudden weather changes.

These aches and pains are Nature's warning that a tonic is needed to enrich the impoverished blood and to revitalise the debilitated nerves. For just which purpose Dr. Williams' Pink Pills are the most effective. If you are troubled with rheumatism or neuralgia pains begin a short course of Dr. Williams' Pink Pills to day and see how quickly these pains will vanish. Or if you have become thin and emaciated and your appetite and vitality are dimmed, with insomnia, bad dreams, nervous depression, try the same renowned remedy which has restored innumerable suffers to health, vigour and strength.

Equal good for both sexes, and sold by chemists everywhere.

ILLUSTRATED!

ILLUSTRATED !!

ILLUSTRATED !!!
A WEEK'S PAPERS IN ONE.
OVERLAND
CHINAMAIL
SPECIAL COLOURED SUPPLEMENT
with PICTURES of all local events
is given free in the
OVERLAND CHINA MAIL.

CHINA NEWS, LOCAL NEWS
and all the NEWS.
The Weekly paper that saves you
the trouble of writing Home.

This week's "Overland China Mail" is a true relief of the busy time the Colony has had socially and in other directions during the last few days. Accordingly, the "Overland," which is the only illustrated weekly news budget of the Colony, is full of interesting reading matter which will be acceptable to folks in the Old Country and friends in other parts of the world.

The "Overland" tells about the New Year Honours which came to Hong Kong; about the magnificent investiture held at Government House; about the unique Agricultural Show in the New Territories when H.E. the Governor (Sir Cecil Clementi, K.C.M.G.) took the opportunity to bid good-bye to his many friends among the country Chinese; and also about that annual function of Englishmen in the Colony, St. George's Ball.

</

DODWELL & COMPANY, LTD.

NEW YORK BERTH

FOR NEW YORK AND BOSTON via SUEZ.

LLOYD TRIESTINO

REGULAR MONTHLY PASSENGER & FREIGHT SERVICE
FOR BRINDISI, VENICE AND TRIESTE (FIUME)
TAKING CARGO ON THROUGH BILLS OF LADING TO
GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK
SEA AND DANUBE PORTS.

PASSAGE RATES.

BRINDISI, VENICE & TRIESTE... \$75.00.
LONDON... \$83.00.

NEXT SAILINGS.

OUTWARD FOR SHANGHAI, KOBE AND YOKOHAMA.

From Hong Kong.

S.S. "DUCHESSA D'AOSTA" Sails hence on or about 21st Jan.
M.V. "ESQUILINO".... Sails hence on or about 30th Jan.
S.S. "ROSANDRA".... Sails hence on or about 18th Feb.

HOMeward FOR BRINDISI, VENICE AND TRIESTE.

From Hong Kong.

M.V. "HILDA".... Sails on or about 25th January.
M.V. "REMO".... Sails on or about 4th February.
S.S. "DUCHESSA D'AOSTA" Sails on or about 22nd February.

NATAL LINE OF STEAMERS

FROM CALCUTTA & COLOMBO TO
SOUTH AFRICAN PORTS.S.S. "UMZUMBI" Sails from Colombo on or about 9th February.
Regular Passenger and Cargo Service to South African Ports.
Through Bills of Lading issued from Hong Kong.For Freight or Passage on any of the above Lines apply to:
DODWELL & CO., LTD., Agents.
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N.Y.K. LINE

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FROM \$83 TO \$120 ON SALE

SAN FRANCISCO via Shanghai, Japan Ports, & Honolulu.

TENYO MARU..... Wednesday, 22nd January.
KOREA MARU..... Thursday, 6th February.

SEATTLE, VICTORIA via Shanghai & Japan Ports.

MISHIMA MARU..... Tuesday, 14th January.

IYO MARU..... Tuesday, 28th January.

LONDON, MARSEILLES, ANTWERP, ROTTERDAM via
Singapore, Penang, Colombo, Suez.

FUSHIMI MARU..... Saturday, 11th January.

HAKOZAKI MARU..... Saturday, 26th January.

SYDNEY & MELBOURNE via Manila & Ports.

AKI MARU..... Wednesday, 22nd January.

KAGA MARU..... Wednesday, 19th February.

BOMIYA via Singapore, Penang, & Colombo.

AWA MARU..... Saturday, 11th January.

† NAGATO MARU..... Thursday, 23rd January.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles,
Mexico & Panama.

BOKUYO MARU..... Monday, 27th January.

SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.

BINGO MARU..... Wednesday, 5th February.

NEW YORK, BOSTON via Panama.

† TATSUNO MARU..... Tuesday, 14th January.

† ATAGO MARU..... Saturday, 1st February.

LIVERPOOL via Port Said, Constantinople, Genoa.

† DURBAN MARU..... Friday, 10th January.

CALCUTTA via Singapore, Penang & Rangoon.

† GENOA MARU..... Thursday, 9th January.

† RANGOON MARU..... Wednesday, 15th January.

SHANGHAI, KOBE & YOKOHAMA.

KAGA MARU (Nagasaki direct).... Friday, 17th January.

† MORIOKA MARU..... Monday, 20th January.

Cargo only.

Reduced 1st Class Excursion Fares quoted between Manila and Australia.

For further information apply to—NIPPON YUSEN KAISHA.

Tel. Central No. 292, 3897 and 3821. (Private exchange to all departments.)

O. S. K.

SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Via Singapore, Colombo, Suez and Port Said.

ALTAI MARU..... Sunday, 19th January.

RIO DE JANEIRO, SANTOS & BUENOS AIRES—Via Saigon, Singapore, Colombo, Durban & Cape Town.

MONTEVIDEO MARU..... Wednesday, 22nd January.

HAWAII MARU..... Tuesday, 25th January.

BOMIYA—Via Singapore & Colombo.

SHUNKO MARU..... Sunday, 19th January.

HONOLULU MARU..... Sunday, 2nd February.

DURBAN, LORENZO MARQUES, BEIRA, DAE-ES-SALAM, ZANZIBAR & MOMBASA—Via Singapore & Colombo.

CHIGAGO MARU..... Friday, 7th February.

CALCUTTA—Via Singapore, Penang & Rangoon.

BORNEO MARU..... Saturday, 18th January.

SEATTLE MARU..... Saturday, 1st February.

VICTORIA, SEATTLE, TACOMA & VANCOUVER—Via Japan Ports from Shanghai.

ARABIA MARU (From Shanghai).... Monday, 12th January.

MELBOURNE—Via Manila, Brisbane & Sydney.

HIMALAYA MARU..... Friday, 7th February.

HAIRONG—Via Hohien & Pakho.

MEIADOU MARU..... Thursday, 23rd January.

NEW YORK—Via Japan ports, San Francisco & Panama.

JAPAN PORTS.

AZAMON MARU..... Tuesday, 21st January.

MADRAS MARU..... Friday, 24th January.

KELUNG—Via Suez & Amoy.

SHOZAN MARU..... Sunday, 26th January.

KANSAI MARU..... Monday, 10th January.

KANSAI MARU (From Amoy).... Tuesday, 11th January.

SOUTHEAST ASIA—Via Suez & Amoy.

P. & O.-British India Apcar and Eastern & Australian Lines

(COMPANIES incorporated in ENGLAND).
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WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND AND
QUEENSLAND PORTS, AND RED SEA, EGYPT,
CONSTANTINOPLE, GREECE, LEVANTINE
PORTS, EUROPE, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS. (Under Contract with H.M. Government.)

S. S.	Tons	From Hong Kong About	Destination
LAHORE	5,304	1930 11th Jan. 3 p.m.	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
KIWA	9,185	18th Jan.	M'seilles, L'don, R'dam & A'werp.
MIZAPORE	6,715	22nd Jan.	Straits, Colombo & Bombay.
JEYPORE	5,318	25th Jan.	M'reilles, London, Hull, Hamburg, Rotterdam & Antwerp.
MANTUA	10,946	1st Feb.	Bombay, M'reilles & London.
KARMALA	9,128	15th Feb.	M'reilles, London, Hull, Rotterdam & Antwerp.

*Cargo only.

Frequent connection from Port Said for Passengers and Cargo to
Constantinople, Piraeus, Smyrna and other Levant Ports by steamers of the
Kedival Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

S. S.	Tons	From Hong Kong About	Destination
TALAMBA	8,018	1930 10th Jan. 3 p.m.	Singapore, Penang & Calcutta.
TAKADA	6,449	23rd Jan.	Singapore, Penang & Calcutta.
TALMA	10,000	2nd Feb.	Singapore, Penang & Calcutta.
SEIRALA	7,541	10th Feb.	Singapore, Penang & Calcutta.
TAKIWA	7,936	20th Feb.	Singapore, Penang & Calcutta.
TILAWA	10,006	3rd Mar.	Singapore, Penang & Calcutta.

*Calls Rangoon.

B.I. ApCar Line steamers have excellent accommodation for 1st
and 2nd class passengers. All steamers are fitted with wireless and
carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South).

S. S.	Tons	From Hong Kong About	Destination
NELLORE	6,853	31st Jan.	Manila, Sandakan, Thursday Island.
TANDA	6,956	23rd Feb.	Townsville, Brisbane, Sydney &
ST. ALBANS	4,500	4th Apr.	Melbourne.

*Calls Port Holland.

Regular monthly sailings from Hong Kong to Japan and Hong Kong
to Australia.

The E. & A. S.S. Co., Ltd., steamers will also call at Shanghai, Iloilo,
Ostia, Kolambagan, Tawao, Timor, Darwin, or other ports en route as in-
duceent offers.

Frequent connections from Australia with the following:

The Union S.S. Company's steamers to the United Kingdom via New
Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail steamers to London via Suez Canal.

The P. & O. Branch Service of steamers to London via the Cape.

The New Zealand Shipping Company's steamers for Southampton and
London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

S. S.	Tons	From Hong Kong About	Destination
KIDDERPORE	6,834	1930 10th Jan. 4 p.m.	Moji & Kobe.
TALMA	10,000	13th Jan. 8.30 a.m.	Amoy, Moji, Kobe & Osaka.
KARMALA	9,128	18th Jan.	Shai, Moji, Kobe & Osaka.
SEIRALA	7,541	18th Jan.	Amoy, Moji, Kobe & Osaka.
KASHMIR	8,985	25th Jan.	Shanghai, Moji, Kobe & Yokohama.
TAKIWA	7,936	20th Feb.	Amoy, Moji, Kobe & Osaka.
MACEDONIA	11,120	1st Mar.	Shanghai, Moji, Kobe & Yokohama.
TANDA	6,956	4th Feb.	Moji, Kobe, Osaka & Yokohama.
TILAWA	10,006	10th Feb.	Amoy, Moji, Kobe & Osaka.

*Cargo only.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
Passengers for Rangoon must defray their own Hotel expenses at
Singapore while awaiting the on-carrying steamer.

All Cabins are fitted with Electric Fans free of charge.

Steamers to London and Australian Lines are fitted with Landline.

Passenger lists for more than 1,000 p. p. & 1,000 t. w. will be received at the Company's Office up to Noon on the day previous to sailing.

For further information, Passage, Freight, Handbills, etc., apply to—

MACKINNON, MACKENZIE & CO.
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THE HISTORIC NAME OF LLOYD'S

INSURING ANYTHING FROM TWINS TO SHIPS

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According to an advertisement of the year 1688, a certain Edward Lloyd was the owner of a modest coffee house in Tower Street, London, writes Gilbert C. Layton in "Lloyd's of London." The coffee houses in those days were an excellent business proposition for they had become centres not only of social intercourse, but of political and commercial discussion. Lloyd's particular property, being adjacent to the river, employed the patronage of many sailors whose vessels had brought merchandise to the capital. Here, then, was the obvious place in which news of the sea could be sought—news which in those days was difficult to obtain.

Edward Lloyd sufficiently appreciated the opportunity offered, and moved his quarters to more commodious premises nearer the heart of the City. His patrons followed him, and after his death, their business becoming more complicated, they moved again and finally into the Royal Exchange. During the present century the need for further space has constantly made itself obvious. The membership alone has doubled since 1914, so that the magnificent building in Leadenhall Street, which has lately come into use, was urgently needed.

Lloyd's News

During the centuries the members have provided themselves with numerous aids for their business and, of course, been greatly assisted to this end by the progress of invention. The early written shipping lists, which began to circulate as soon as a nucleus of interested persons was collected at Lloyd's coffee house, developed into the commercial news sheet. Lloyd's News was published three times a week. Known to-day as "Lloyd's List and Shipping Gazette," it is the oldest newspaper in England with the exception of the London Gazette.

Very early it was found necessary to appoint agents for the transmission of news from all the important ports at home and from time to time there are more than 1,500 such agents who are at the service of shipmaster, merchant and underwriter.

The forwarding of news was particularly important at a time when such inventions as the telegraph were as yet unknown, and at the latter end of the eighteenth century the Postmaster-General was not

above making a profitable but unprofitable arrangement by which all correspondence for Lloyd's was delivered some hours before the private mails.

Lloyd's by this means had a temporary monopoly of all shipping news. Important information which it was desirable for all members to hear was publicly announced from the Callers' Eostrum. Notices of such an event was given on the still existing and still used Lutine Bell. It is a relic of a French frigate captured by the British. It is, in addition, reported received from Lloyd's signal stations and agents along the coast are posted up from time to time throughout the day.

Some "Characters"

An institution such as this has not lacked its full quota of "characters." There is John Julius Angerstein, believed to be a Russian, to whose initiative the move to the Royal Exchange was due. He was one of the first to urge the necessity of a life-boat-service. Again, there was "Dicky" Thornton, a born gambler, who was ready to cover risks on any imaginable contingency. Thornton was a man of considerable means, and was in a position to meet many calls made upon him. Earlier than his day, however, the gambling spirit which had caused such disasters at the South Sea Bubble broke out again, and many undesirable speculators publicly offered wagers on the life prospects of distinguished naval officers, who, reading of the event in the newspapers, were frequently badly and, in some cases, mortally affected.

Such men as Thornton have brought it about that miscellaneous insurance now plays almost as large a part in Lloyd's activities as marine underwriting. Apart from the more ordinary type of marine insurance, one can cover the risk of losses through fire and other risks, anticipated but not definitely known, the risk of the arrival of twins, the risk of evolution and numerous other unlikely contingencies.

But solid business is the main occupation of Lloyd's members. Premiums paid by clients now total £30,000,000 a year. The interests of these policy holders are safeguarded not only by deposited securities, valued at over £100,000, but by guaranteed policies to as large an amount as well as the unlimited personal liability of every member. Compulsory annual examination of underwriters' accounts is an important safeguard, and takes place so that the possibility of meeting obligations may be demonstrated.

A "Strange Document"

The marine policy, backed with such strength is a strange document

indeed. In its essential form it remains what it was in the eighteenth century, and contains references to Pirates and Letters of Mark, which are grimly reminiscent of the day when seafarers had to face not only the natural elements, but the private and cut-throat. Such a document is out of date for present purposes, but it is not totally scrapped; modern conditions and needs, as they are met by the addition of slips. It is to be understood that this method is not followed purely for antiquarian reasons, but meets with the approval of the legal and insurance world generally.

Old as is in the form of the slip, it would be strange even to Edward Lloyd (for he did not appear till over fifty years after his death) if he could return to see the complicated business mechanism bearing his name—name now known in every quarter of the world where seafarers and those interested in shipping together in the furthering of ship-
ping business.

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Indeed, in its essential form it

WATSON'S Dry Ginger Ale

A WELL ESTABLISHED FAVOURITE OF PROVED HIGH QUALITY

Prepared from our own special formula, flavoured with real fruit essences and the finest Eastern spices. Unequalled by any similar product throughout the world.

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The non-alcoholic Champagne. An excellent substitute for sparkling wine, possessing the same wonderfully stimulating and refreshing qualities.

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ALL THE NEW SEASON'S GOODS.

To make room for rebuilding our
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MANY WONDERFUL BARGAINS
ON VIEW.

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DON'T MISS THIS OPPORTUNITY

YEE SANG FATT CO.

WHITEAWAYS

MEN'S FELT HATS
RELIABLE BRITISH MAKES IN ALL QUALITIES.

THE TUDOR

SOFT FELT HAT



WHITEAWAYS SUPER VALUES

THE "TUDOR" FELT HAT

Snap Edge, Brim, as now
worn. In popular shades of
Grey and Brown. All sizes.

SUPER
VALUE
PRICE \$4.95
Each.

THE "STYLEX"

A smart soft felt hat with a fur finish. Snap edge
style. In Fawn, Light or mid Grey. All sizes.

SUPER
VALUE
PRICE \$7.50
Each.

TRESS HATS

In Snap or Curl Brim.
\$12.50 to \$19.50.

MEN'S OUTFITTING DEPT.

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The China Mail.

Every evening, except Sunday, Annual subscription, H.K. \$36, payable in advance. Local delivery free.

Overland China Mail.

The weekly edition of the "China Mail" is a weekly subscription, H.K. \$12 including postage \$15, payable in advance.

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Hong Kong, Thursday, Jan. 9, 1930.

UNITY OF SPEECH

Apropos the lecture to the English Association on "The Difficulties of English," a Shanghai paper points out that diversity in the written word is less marked than variations in pronunciation, and the coming of the talking film should lead to uniformity in pronunciation and the acceptance of recognised standards which will be known wherever the English language is spoken. In this early stage, the British drawl and mannerisms in "talkies" are distasteful to the American public; the harsh, rasping American intonation and slang are painful for British listeners. These excesses will be modified. British actors with a good articulation and no distinguishable accent are in great demand in American film studios and are talking themselves into fortunes in Hollywood—while foreign actors, who made fortunes in silent screen plays in America, are out of work. American "stars" are taking lessons in pure English. Within a few years there will be no marked difference between the language in the "talkies" throughout the English-speaking world, for artistic instincts and commercial interests combine to bring about a common film language.

In the meantime, wireless telephony, coming into common use between the territorial divisions of the British Empire, will hasten uniformity, as will an American movement to standardise English in the United States, and the other British Dominions, each other, among the spoken

The monthly meeting of the Marine Engineers' Guild of China will be held to-morrow evening at David House.

Mr. Albert Mallinson has been appointed by the Trinity College of Music to be examiner for Hong Kong, China, Ceylon, and New South Wales for 1930.

At the Central Magistracy yesterday afternoon, K. H. T. Chan was charged with unlawfully importing 102,000 cigarettes without an import licence. The case adjourned until this afternoon.

At a trial held yesterday, given to all interested, at the opening of the New Year, of the Victoria Jail, the Hon. Justice Justice, V. H. Almer, presided over the trial of a man

The "China Mail" has received a very handsome wall calendar for 1930 from the K.P.M. (Koninklijke Paketvaart Maatschappij), on which is represented a Japanese actress in old national costume.

The sum of \$3,000 has been generously presented by Mr. Fung Ping-shan to establish six scholarships at the Middle Vernacular School. These scholarships will be called the "Fung Ping-shan Scholarships."

A Hakka was at the Kowloon Magistracy this morning sentenced to eight months' hard labour for disobeying his deportation order of 5 years, from 1927. It was stated that all the offences of the defendant were opium deals.

A Chinese was at the Kowloon Magistracy this morning cautioned by Mr. T. S. Whyte-Smith for fighting in Lai Chi Kok Road. The fellow, combatant absented himself and had his ball off \$16 estreated. It was stated that the fight was over an opium pipe deal with a Shantung policeman.

A Chinese, about 48 years of age, employed on one of the Naval jugs, was reported to the Police as having attempted to end his life by slashing his throat with a razor yesterday. The incident occurred inside the Royal Naval Yard. The man was removed to the Government Civil Hospital, where his condition was found not to be serious.

Charges of larceny of 17 machines and other property of the Tung Sun Factory of 44, Mongkok Road, were brought against two Chinese, before Mr. Whyte-Smith at the Kowloon Magistracy yesterday afternoon. Mr. E. S. C. Brooks appeared for the complainant and Mr. G. S. Hugh-Jones represented both defendants. The case was adjourned.

On the occasion of the opening of the Saiwan Camping Site on Saturday, the steam launch Shun Lee will leave Murray Pier for Saiwan Bay at 2 p.m. Wolf Cub, brownies, and the smaller scouts and guides can be accommodated, also a few Officers-in-charge, and friends, provided that the total number does not exceed 120 persons. A four minutes' tram service will also be run between Western Market and Shaukiwan.

Radio is another factor making for unity of the language. Here the primary consideration is for correctness and uniformity of pronunciation within national areas—Great Britain, the United States, Canada—but we cannot overlook the fact that radio is international. Announcers at broadcasting stations must speak in a style which is understood by the greatest body of listeners throughout the world. We have a more responsibility towards the foreigners who do us the compliment of learning our language. Mr. Robert Bridges, the Post Laureate, Chairman of the Society for Pure English, writing in 1925, which is a long way back in the development of broadcasting, foresaw that this marvellous invention would encourage stricter standardisation and lead to a clearer and more distinct articulation of syllables.

Nicety and clearness are all the more necessary in telephonic conversation and in broadcasting as the telephone and the microphone accentuate accents and peculiarities of pronunciation. Reciprocal radio services between Britain and America will become quite a commonplace within a few years, and not at all abnormal between Britain, the Far East, and the Antipodes.

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TRIAL OF SOVIET DISSOLUTION DUE IN EX-MINISTER

COUNSELLOR WHO WAS JAILED IN PARIS EMBASSY

INCIDENT RECALLED

Moscow, Yesterday. The trial has opened in his absence of M. Bessedowski, the ex-Counsellor of the Soviet Embassy in Paris, on charge of embezzling \$16,270, belonging to the Embassy's funds. —Reuter.

[The Soviet Embassy at Paris was a scene of excitement on October 3, when the first counsellor, M. Bessedowski, clambered up the rear wall, then dashed to the Prefecture of police and implored the officials to secure the release of his wife and son, who he said, were imprisoned in the Embassy.

M. Bessedowski declared that the Moscow "Cheka" had despatched an official to interrogate him on his recent change of political views. He said that he declined the envoy's demand to return to Russia in answer to a charge of heresy and requested to be allowed to depart with his Minister of Finance.

The Soviet envoy then produced a revolver and threatened his departure. M. Bessedowski escaped through the back premises, and brought back the Director of the Judicial Police, who secured the liberation of his wife and son.]

MEMORIAL SCHOOL

Madame Tsai Kung-shi Arrives at Hong Kong

Canton, Yesterday. Madame Tsai Kung-shi, whose husband, the late Shantung Commissioner of Foreign Affairs, was killed in 1928 in the Tsinan incident, arrived at Hong Kong on January 6, after a tour in the Straits Settlements, to obtain subscriptions for a school in remembrance of her late husband. It will be recalled that immediately after the death of her heroic husband, Madame Tsai petitioned the National Government for permission to establish a memorial school in her husband's name. Her petition was sanctioned by the Government, and the Chinese people in the Straits Settlements were requested to assist her with donations. As a result, it is reported that Madame Tsai has obtained more than \$200,000 for her purpose.—Canton News Agency.

COAL INDUSTRY

Time Not Ripe For A World Agreement

Rugby, Yesterday. The Preparatory International Technical Conference on the conditions of work in the coal mining industry, which is being held at Geneva, began to-day with a general discussion on the question of wages. Mr. A. J. Cook, the British miners' delegate, spoke in favour of international machinery to fix minimum wages. The Government delegates of Germany, Poland and France, as well as coalowners who spoke, considered that the time was not yet ripe for the conclusion of an international agreement on this subject. The general opinion at present appears to be that the idea of a conference on wages will be abandoned for the time being.—British Wireless Service.

"SPARKS" LIFE

Conference To Revise Conditions At Sea

Rugby, Yesterday. A conference was held in London to-day between the Association of Wireless and Cable Telegraphists and Engineering and Allied Employers, regarding the request of telegraphists for a revision of the present conditions of service of marine wireless operators. The case for telegraphists having been stated, the conference was adjourned to give employers an opportunity of considering the position.—British Wireless Service.

POLICE TAX PAYMENT EXTENDED

Canton, Yesterday. The Canton Municipal Bureau of Finance and Public Safety have jointly issued an order to the effect that the date for the payment of tax registration and police tax was formerly fixed between December 1 and 31. Though many merchants have consulted with the tax authorities, no definite date has been fixed.

EDITOR HONOURED

Freedom of City For Mr. G. P. Scott

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JUST RECEIVED
TWO NEW RECORDS
by
GRACIE FIELDS

B-3176 *That's how I feel about you*
Thoughts of you

B-3202 *Ohr Maggio, what have you been up to?*
I've got a man

Also a number of other interesting
"H.M.V." Records by

Walter Glynn
Peter Dawson
Wish Wayne
Paul Robeson

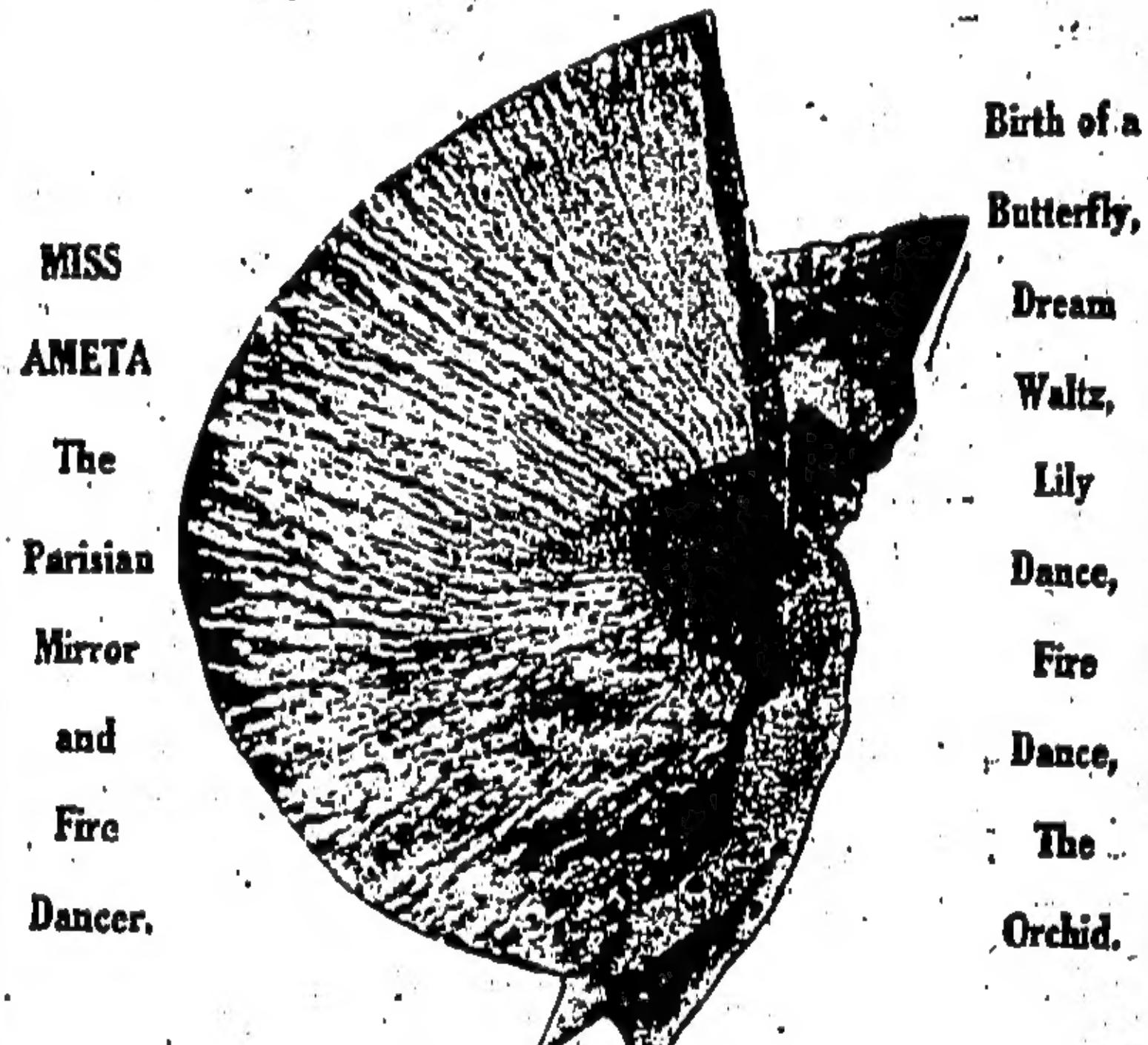
Reginald Foote
Arthur Meale
etc., etc., etc.

S. MOUTRIE & CO., LTD.
(Victor Distributors)
Chater Road.

G. FALCONER & CO., (HONG KONG) LTD.
WATCHMAKERS & JEWELLERS
DIAMOND MERCHANTS.
Union Building (Opposite G.P.O.)

Agents for:—ADMIRALTY CHARTS,
ROSS'S BINOCULARS and TELESCOPES,
KELVIN'S NAUTICAL INSTRUMENTS,
ENGLISH SILVERWARE, direct from Manufacturers.
High Class English Jewellery.

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BUNKERS

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HOUSE
TUBES &
LOCOS

OPIUM TRAFFIC IN ROYAL WEDDING IN
THE EAST

GREAT BRITAIN "NOT THE
CHIEF CULPRIT"

CHINA'S EXPORT SURPLUS

International control of opium and dangerous drugs was discussed at a conference arranged by the Women's International League for the London School of Economics.

Dr. Hilda Clark, chairman of the Anti-Opium Committee of the British section of the league, said the subject had been taken up in many countries and committees, had been formed to see what could be done to combat the growing evil of illicit traffic in manufactured drugs. Conferences had been arranged in different countries, and after the subject had been studied an international conference would be held at Geneva.

Mr. L. A. Lyall, resident of the Permanent Central Opium Board of the League of Nations, in dealing with conditions in the Far East, said the amount of opium grown in China was not only sufficient for all local needs, but provided a large surplus for smuggling to the various countries in the Far East where opium smoking prevailed.

Chinese public opinion was fully alive to the evil and there was a determination that the vice should be put down. Sooner or later they would succeed. There was little that England could do in the matter of opium. No opium produced in the British Empire was exported legally to China, and the quantity of British-grown opium that was smuggled into China was quite negligible. But with regard to other narcotic drugs—morphine, heroin, and cocaine—the situation was entirely different. None of these were produced in China; they were all imported from Europe and Japan. Here again, Britain was not the chief culprit.

Britain's Drug Factories. Very few British drugs found their way into the illicit traffic. Britain was only so far to blame, that her factories helped to swell the large quantity of narcotics produced throughout the world. As long as that surplus continued to exist it would find its way into the hands of smugglers. The only way to stop the illicit traffic was to limit the manufacture of drugs to the amount needed for legitimate purposes.

Mr. Charles Robertson, describing the situation in Egypt, said the drug cult there was causing the most acute alarm. A change for the worse had come over the drug fashion in Egypt. Cocaine had been largely displaced by heroin, which was more easily smuggled into the country and more easily obtainable retail. But the resulting physical wreckage was more appalling. Very few of the victim peoples knew anything of drugs until they were taught to use them. The demand was created so that the chain of suppliers, right back to the factory, might reap their gains.

Professor P. J. Noel Baker, M.P., who described what happened at the 1929 Assembly of the League of Nations in regard to the subject, said opium formed a difficult problem to deal with from the point of view of administration; but the drug traffic was incomparably more difficult. The profits of the traffic were stupendous. It was the easiest of all possible commodities for illicit traffic—for smuggling out of one country into another, and for distribution without capture by the police. It was well known that the methods of the smugglers had been developed to a point of perfection. It was also known that the smuggling and distribution were carried on by a great international gang, who had stupendous capital behind them.

His own personal belief was that when the Governments came to grips with the problem they would find that the boldest measures were the simplest and easiest. He believed they would come to a system of nationalisation.

Viscount Cecil's View. Lady Gladstone presided at the afternoon session. She read a letter from Viscount Cecil, who stated: "I am afraid it will be quite impossible for me to be present at the meeting, but my views as to a State monopoly are not complicated. My feeling is that if you impose an effective control on the manufacture of the drug, there is grave danger that you will send the price up to an extent which may inflict serious hardship on the poorer members of the community. It is not the time to do this, and I am sure you will understand my point of view. This will be still more the case if the number of factories is in any way limited by international agreement."

Viscount Cecil's letter was read by Rev. Herbert Anderson, speaking on the opium habit and traffic in India. He said India wanted no more time wasted in commissions and conventions and conferences and committees, by which too many precious years had been lost. It would fail with great satisfaction some day that, official India, at the call and with the approval of non-official India and the Indian States, was prepared to lead the world in a movement in the direction of a State monopoly of opium and all other narcotics. This would be a great service to the world.

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Sport Column

FOOTBALL

Service Team's Early Surprise

A DRAWN MATCH

The selected Interport football team had another try-out yesterday with a team representing the Services at Soekumpoo. The two teams lined up as under:

Selected Team:—G. Rodger; Wynne and Reeves; Hedley, West and Bliss; H. Gosano, A. V. Gosano, Goldman, Bewley-Bull and C. Pile.

Services Team:—Fletcher; Oliver and Jones; Timberlake, Evans and Butler; Sibley, Cartwright, Stephen-son and Craig.

The Services received an early surprise. Immediately after the kick-off, Goldman took the ball down and a neat centre to Gosano saw the ball brought dangerously near the Services' citadel. Gosano then placed the leather into the net. Thus the first goal was scored without the Services touching the ball.

The Selected team added another point in the first half and the Services replied with one.

The game was more interesting to watch in the second half. The final score was three goals all.

RUGBY FOOTBALL

Faulty Passing by the Navy

CLUB SUPERIOR

Though possessing a superior forward line the 8th Flotilla pack lost to the Club "A" by eleven clear points yesterday. The 8th Flotilla were quick to break up the scrums, otherwise the score must have been considerably greater.

The teams were:—Club:—Back, S. J. H. Fox; Three-quarters, Skinner, Divett, Churchill, Coppin; Half-backs, G. A. L. Plummer, I. F. Grant; Forwards, F. R. Burch, D. L. Milne Day, R. C. Chorrell, R. D. Beaumont, Cox, Burnell, V. R. Gordon, E. F. Buttreas; Destroyer Flotilla:—Pay Lt. Comdr. Boister; Lt. Welby, Lt. Atkinson, Lt. Tighe; Bradshaw; Lt. Comdr. Surtees, North; Lt. Comdr. Sim, Lt. Dwan, Lt. Moseley, Welham, Edwards, Shure, Padden, Holmyard, Referee:—Capt. Deakin.

Shortly after the kick-off Burch gave the Club their first try, the result of a pass from Plummer after a good run. Skinner failed to add the points from a difficult kick. A rally by the Flotilla forward followed, but Churchill gained possession and play was again resumed in the Flotilla's twenty-five. Only the excellent work of the opposing forward kept the Club from adding further points. The Club were not to be denied, and, gaining possession from the scrum, Coppin crossed the line between the posts. Skinner added further points with a good kick.

The Club again attacked, but a free kick relieved the Flotilla's defence, Padden putting into touch with a fine kick. A splendid scoring chance was missed by the Navy, Atkinson knocking on after a neat clearance from the scrum. A good run by Churchill was made just before the half-time whistle, but he was tackled.

Navy Press

Bradshaw's kick failed to find touch and Fox gathered, clearing well. Pressure by the Navy forwards forced Fox to touch down. A good movement by the Navy followed, but a faulty pass spoiled the chance, the ball being knocked on to touch-in goal.

Continuing to press, the Navy again forced play to the Club line, a scramble resulted in a five-yards' scrum. The Navy's efforts were neatly crowned when Surtees was tackled almost on the line. Bad passing by the Flotilla again spoiled their chances and play returned to their half once more. Milne-Day made a good run, but

POLO

Fast and Accurate Play

CIVILIANS FAIL

Ideal conditions favoured the American Tournament at the Hong Kong Polo Club's ground yesterday evening.

The teams contesting were:—Headquarters:—Colonel Brownrigg, Major Campbell, Colonel Haskard, Major Baskerville, Gliegg, K.O.S.B. 1st Major, Major, Mr. Welch, Mr. Scott Elliott, Mr. MacLaren, Civilians:—Mr. Heard, Mr. Gordon, Mr. Stanton, Mr. Oliphant, Odd Lots:—Capt. Ransay, Major Howson, Major Weller Murray, Mr. Churchill.

The "Odd Lots" were superior to the Civilians. The latter playing a poor game, were no match for their solid opponents, the result being, Odd Lots 2. Civilians 1.

The speed and accuracy proved the mettle of the local officers in the military match, play being extremely fast throughout. The result was:—

K.O.S.B. 2. H. Q. Officers 1. The games were thoroughly enjoyed by a small but appreciative gathering.

CRICKET

Matches for Saturday

The following will represent the I.R.C. in their league matches against the H.K.C.C. on Saturday:

1st XI. (Home): A. el Arculli, A. H. Rumjahn, A. H. Madar, A. K. Minu, A. R. Minu, O. Ismail, A. M. Rumjahn, S. A. Ismail, C. F. Doodha, S. A. Curreem, and A. A. Rumjahn (Captain).

2nd XI. (Away): M. R. Abbas, J. S. Ackber, H. T. M. Barnes, A. H. Esmail, D. Mohamed, A. Normanboy, Sirdar Khan, A. E. Sufiadi, A. S. Sufiadi, F. M. el Arculli, and M. P. Madar (Captain). Reserve: S. Ismail.

University Teams

The following will represent the University in their League matches against the Craigengowen C.C. on Saturday:

1st XI. (Away): C. W. Lam (Captain), S. V. Gittins, L. T. Ride, D. K. Samy, M. B. Osman, A. P. Gutierrez, E. A. Lee, A. Baker, D. J. N. Anderson, W. H. Kwan, S. R. Kermani.

2nd XI. (Home): F. Hiptoola (Captain), A. A. Aziz, A. Chan Fook, A. B. Suleiman, K. T. Loke, G. E. Yeoh, C. Can dan, H. E. M. Adams, P. L. Tan, K. P. Gan, A. T. Normanboy.

University v. Combined League

The following have been selected to represent the University Past and Present in a friendly match against the Combined League on Sunday at 2 p.m. at Pokfulum:

A. A. Rumjahn (Captain), C. W. Lam, L. T. Ride, D. K. Samy, S. V. Gittins, A. P. Gutierrez, F. Zimmern, E. Zimmern, A. T. Lee, D. J. N. Anderson, S. R. Kermani.

Reserves:—D. Laing, A. Chan Fook and F. Hiptoola.

GOLF

Mrs. Beamish Wins Fanling Honour

The prize presented by Mr. Lambert in a Bogey Competition played over the new course at Fanling in December, was won by Mrs. Beamish (1 up) after a tie with Mrs. Wild.

was forced into touch. From the scrum Churchill, Skinner and Divett made a nice movement, and the latter player got over near the corner flag. The shot was too difficult to convert. No further scoring took place. The Club running out winners by 11 points (two tries and one goal) to nil.

The Rugby football match between the Army and the Navy in the triangular contest will take place on Saturday at the Hong Kong Football Club ground at Happy Valley, kick-off at 4.15 p.m.

LAWN TENNIS

Landry In Lahore Incident

REFUSED TO SHAKE HANDS

Lahore, Dec. 7. An unfortunate incident marred the French tennis match yesterday when, at the conclusion of his match with Madan Mohan, Landry refused to shake hands. He explained that this action was deliberate as Madan Mohan had requested him when in Calcutta, to allow him to make a good showing before his own people, which Landry agreed to do to encourage Madan's chances for selection to represent France. When the third set stood at 4-1 in Landry's favour, he slackened, but Madan, having been allowed to pull up to 4-4 and 5-5, played himself all out for a win.

ANNUAL RACE MEETING

As may be seen from an advertisement elsewhere in this issue, draft programmes and entry forms for the annual race meeting are now ready and may be obtained on application to the Secretary of the Jockey Club.

Madan acknowledged that he had made such a request of Landry but felt justified in going all out to win.

Madan won the match 6-2 1-6 7-5.

In a letter to the Press Madan stated:

"I admit that when I met M. Landry in Calcutta I asked him not to give me love sets. After that I forgot all about it. When again I met M. Landry a few minutes before our match on December 6, he asked me if I was playing as well as at Calcutta, to which I replied in the usual manner and hoped he would not sweep me clean off my feet. He said 'I can't do it.'"

"If M. Landry thinks I begged of him to yield a few games or to lose to me he, I am afraid, quite misunderstands me, perhaps through his imperfect knowledge of English. But about one thing I am positive. I never spoke to him on the tennis court except once, at the time of the toss. I am rather surprised to read that I did so and reminded him of his promise.

Unbeatable Tennis

"He played unbeatable tennis in the second set and I found myself missing a lot. Thus in the third set he led 5-1. At this point, having nothing to lose, I went all out and, as luck would have it, was successful.

"What I want to emphasize is that no agreement existed between M. Landry and me. The notion is absurd. Before their match weaker players often remark to their opponents, 'I hope you won't give me love sets,' more as a compliment to their opponents than anything else. Such a remark does not amount to a request to concede a few games.

"M. Landry in an interview seems to think that I reminded him of his promise after he led 4-1. Now the umpire and the spectators can certainly testify to the fact that after the first few changes we never passed by on the same side of the net. I could never have shouted to him across the court that he should ease up."

BOXING

Military Championship

The Hong Kong Area, Military, Inter-unit and Individual Championships will be held at the Theatre Royal to-morrow evening at 8 o'clock.

The preliminaries are being fought at Murray Barracks this afternoon at 2.30.

YACHTING

Fifth Ladies' Championship Races

The fifth Ladies' Championship races in connection with the Royal Hong Kong Yacht Club were sailed yesterday, the course being:

Channel Rocks (P), Kowloon Rock (P), Mark on Line (P), Cuck Rock Mark Boat (P); a distance of 5.5 miles.

The results were as follows:

"H" Class
(Started 3 p.m.)

Finishing Corrected

La Linda (1) ... 4.14.03 4.13.36

Diana (2) ... 4.15.45 4.13.65

Colleen (4) ... 4.21.36 4.17.56

Dorothea (3) ... 4.18.45 4.14.38

"T," "Y" & "G" Classes
(Started 3.05 p.m.)

Finishing Corrected

Daphne (2) ... 4.32.49 Scratches

Halcyon (1) ... 4.32.12

Wings (6) ... 4.30.18

Blue nose (3) ... 4.33.37

Boojum (4) ... 4.34.39

Speedwell (8) ... 4.33.38

Adanac ... Did Not Finish

CHEAPER POULTRY

Glut of Fowls Causes Fall of Prices

Canton, Yesterday.

The prices of fowls have increased ever since the Winter Festival, selling at \$1.20 per catty, ducks at 80 cents, and geese at 65 cents. Even cocks are sold from 80 to 90 cents per catty.

But with an influx of a large number of fowls from Wuchow, North River and Shantung, the supply

has greatly exceeded the demand.

As a result, the prices have suddenly been reduced by 80 cents on each catty for fowls, and 10 cents for ducks. Canton News Agency.

POOR OF KONGMOON

Appeal For Funds To Provide Asylum

Canton, Yesterday.

The Municipality of Kongmoon has sent to the Kwangtung Relief Commission a letter requesting the appropriation of funds for the construction of an asylum for the poor. The Commission, it is reported, authorised an appropriation of \$6,000 for this purpose and this sum was remitted to them yesterday. The Kongmoon Municipality has given instruction to the Public Works Bureau to draw plans for the asylum at an early date. Canton News Agency.

SHANGHAI COURT

Admission Of Foreign Lawyers

Shanghai, Yesterday.

The 19th meeting of the Re-organization of the Shanghai Court was held to-day. The scope of the Court's jurisdiction, admission of foreign lawyers, and storage of confiscated articles were discussed. The meeting lasted for three hours. The next meeting will take place tomorrow afternoon. Canton News Agency.

CENSUS ORDERED

Scheme To Maintain Peace & Order

Canton, Yesterday.

With a view to putting in force the Municipal regulations for the maintenance of peace and order, it is learned that the Hong Kong District Magistrate has despatched special officers to make a census of the local population. Two months will be required for its completion. Canton News Agency.

California, which is now the winter gathering place for many Canadians, especially those from the Prairie Provinces, may soon be displaced in popularity by Bermuda, Jamaica and other points in the West Indies, according to W. H. Hobbs, of Montreal, who has just returned with his bride, on the R.M.S. "Lady Somers," of the Canadian National Steamships from Kingston, Jamaica.

OBSERVATORIES ON ICE PACKS

PLANS FOR TEMPORARY ARCTIC STATIONS

BIGGER R-101 NEEDED

Observatories on the drifting ice-packs of the Arctic form part of the plans of the International Society for the Exploration of the Arctic Regions by means of Aircraft, described in the current issue of "Nature," "Aeroarctic" (to give the Society its shorter title) has been founded within the last three years and has its headquarters at Berlin.

Men, sledge-dogs, meteorological instruments, and food and fuel for two years could all, in the opinion of the Society, be carried to any part of the Arctic regions by an airship of sufficient size. The total of such a load would be about 25 tons, exclusive of the airship's crew, and the necessary cruising range would be about 3,000 miles.

Such a performance is beyond the capacity of either R-101 or the Graf Zeppelin, but should not be beyond the airships of the future.

Dr. Nansen's Experiments

Dr. Nansen's proposed flights in the Graf Zeppelin are regarded as preliminary flights to investigate possible sites for permanent observatories.

The Society hopes eventually to found observatories in Nicholas Land, Peary Land (Greenland), Grant Land (Ellesmere Island) and Banks Island and to arrange for these to be relieved annually by airship.

The scheme thus envisages a ring of permanent stations on the edge of the Arctic sea, supplemented by temporary stations on the drift ice, whose daily position would be determined by wireless.

"The whole scheme," comments "Nature," "is a daring experiment. Some people may even call it rash. But, if it succeeds even in part, it should result in considerable practical additions to knowledge."

Three out of four persons who were motoring to a funeral in Marthenshire were drowned by the car falling thirty feet into a river.

GREY FLANNEL SUITS

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in single or double breasted style. Smartly cut and tailored in LONDON by expert workmen.

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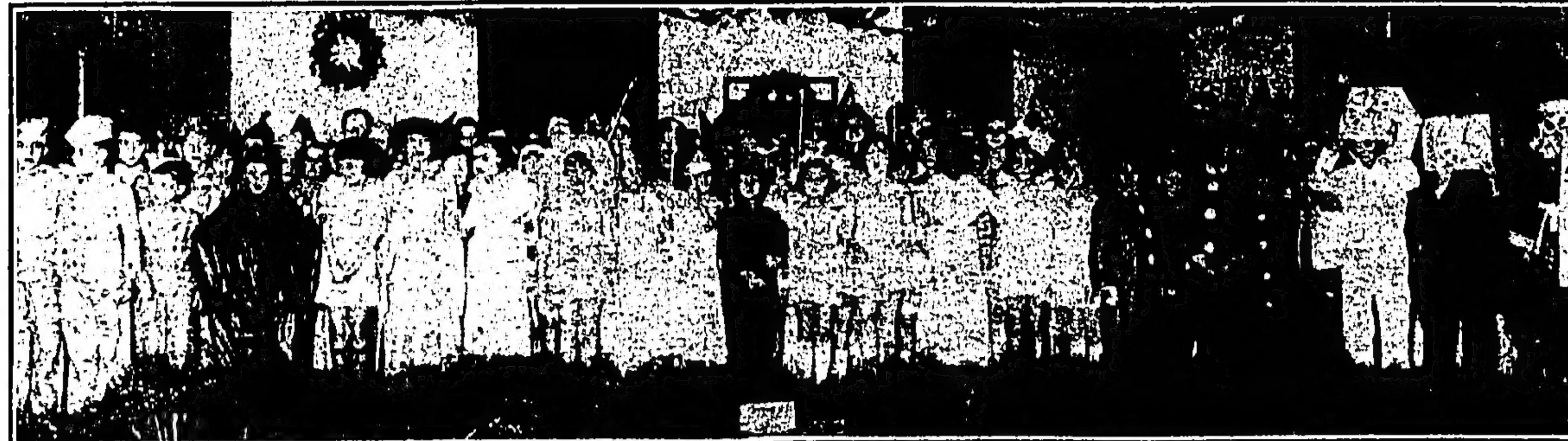
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World News In Pictures

School Children's Show



Pupils of the American School, Shanghai, under the direction of Mrs. H. D. Robison, wife of Mr. Robison, American Trade Commissioner, staged successfully a Christmas operetta in three acts, entitled "The Toys Entertain," in the presence of a large audience.—(Photo by Ah Fong).

"Suicide"—Found Alive

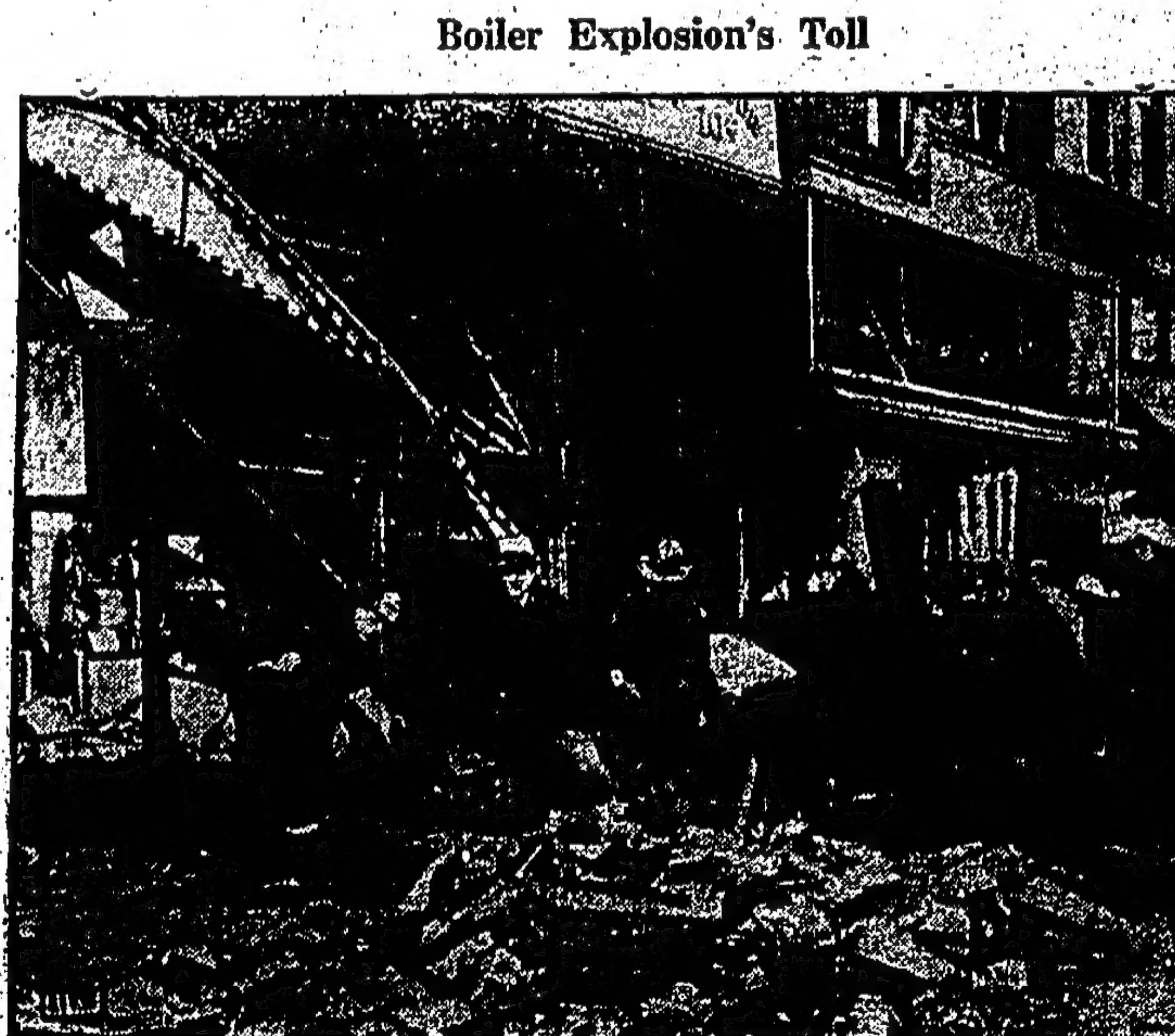


Dramatically roared as alive and well long after he had been reported a suicide, Richard G. Brophy, former executive of the Byrd Expedition, sped from Omaha to New York to straighten out his affairs and start all over. He had been working on the editorial staff of a Nebraska newspaper for some time.

Banker to Jail



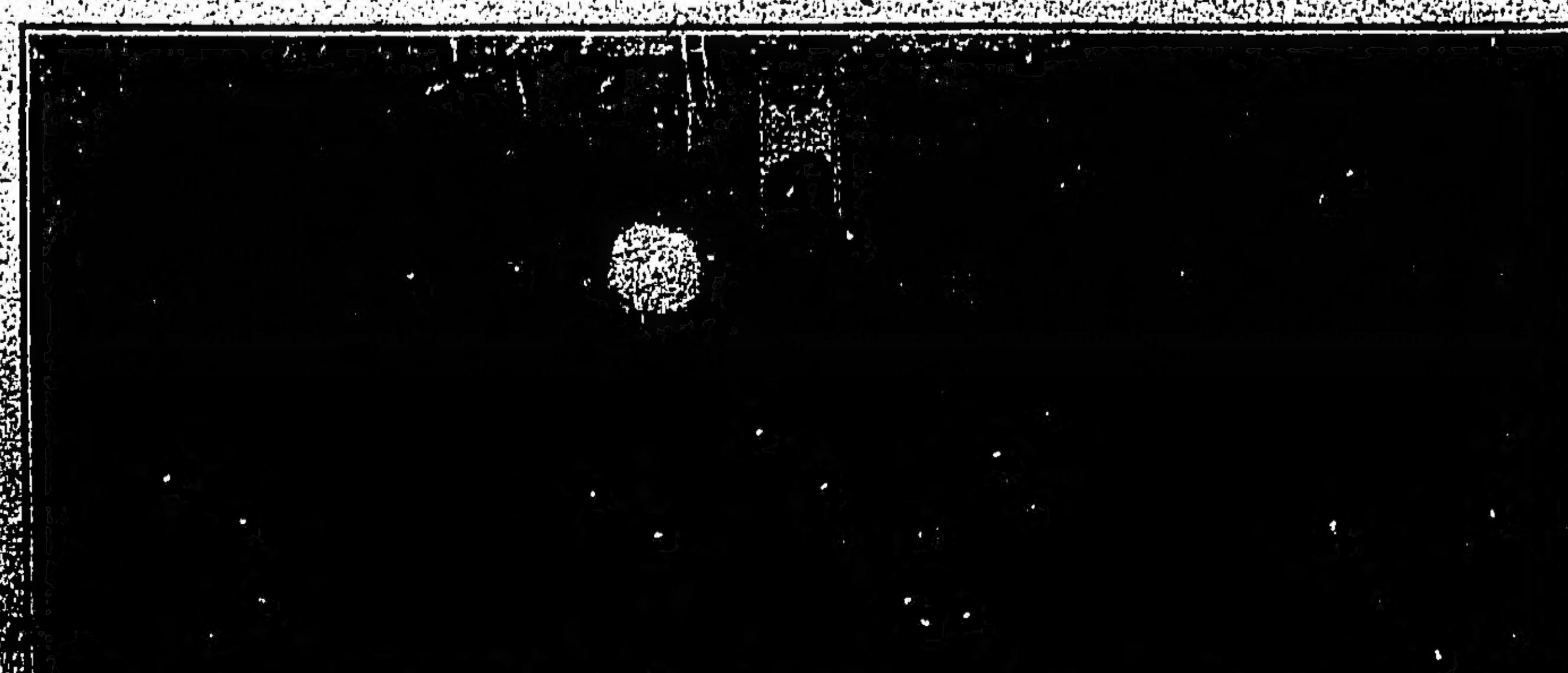
Charles Delos Waggoner, former President of the Bank of Telluride, Colorado, on his way to Atlanta to serve a ten-year sentence for mail fraud in the swindling of \$60,000 from six New York banks. Because Waggoner refused to answer questions, it is likely the banks will not regain their money.



Boiler Explosion's Toll

A view of the wreckage of a boiler in the basement of a Washington, D. C., clothing store during the height of the shopping hour. Five persons were killed, four were seriously injured and twenty others hurt by the blast which shot streams of steam into the street. The sidewalk was ripped up for a distance of thirty feet along the street, and the steam that shot up scalded many persons passing by.

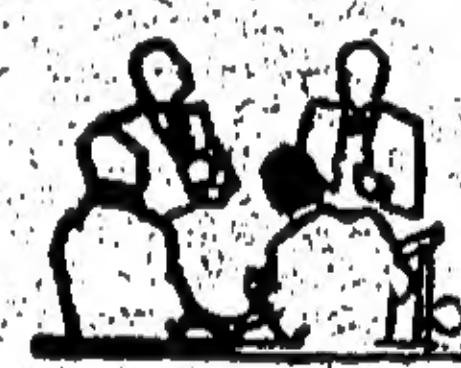
"Le Torrent" Annual Dinner



THE CHINA MAIL.

WITH ALL THE PEP
of a Jazz Band.All the Poise
of a
Drum Major

The Assurance

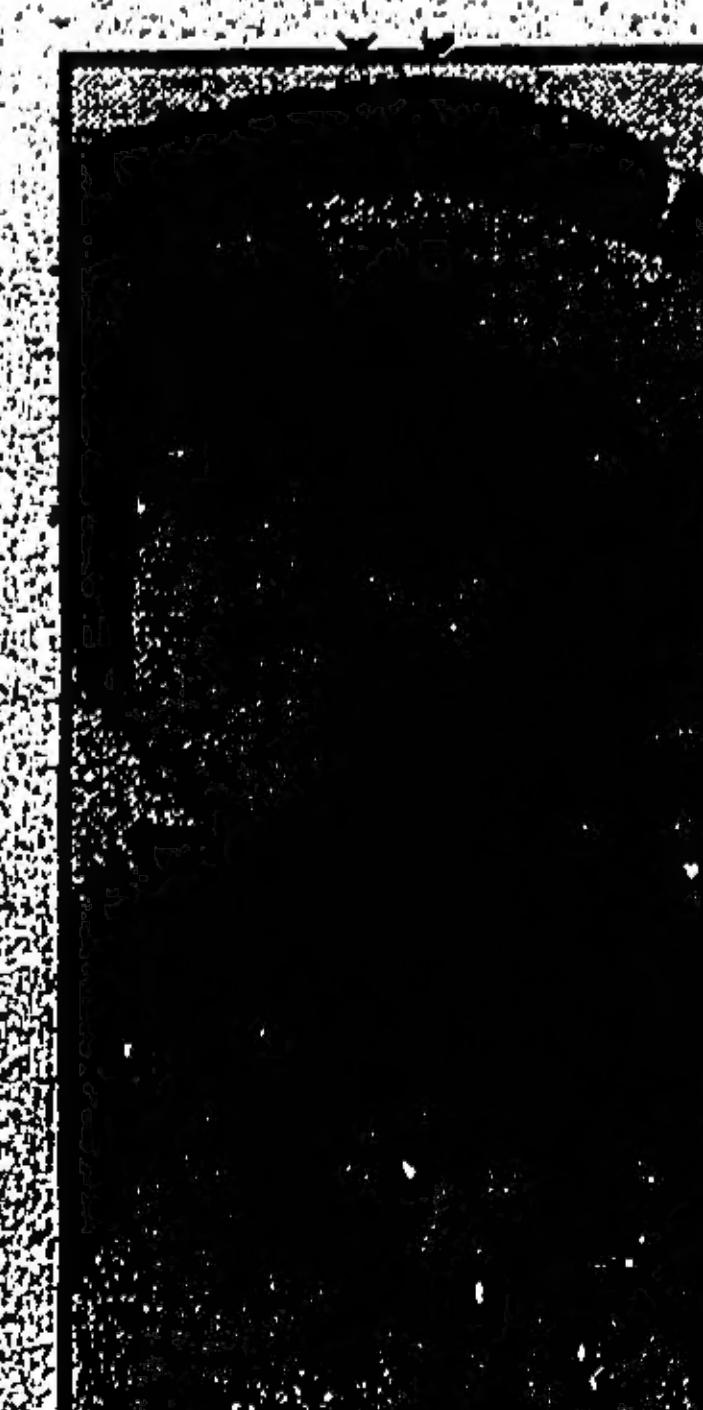
of a
Radio Announcer.The Attention that
a Manipulator
Caught Short in the
Market
Gives the TickerThe Perseverance and
Optimism of an Ancient
Pedant learning to Play
Ping Pongand the Pride with which a
Bride Ties, Her New Hubby's
Tie.THE STAFF
of the
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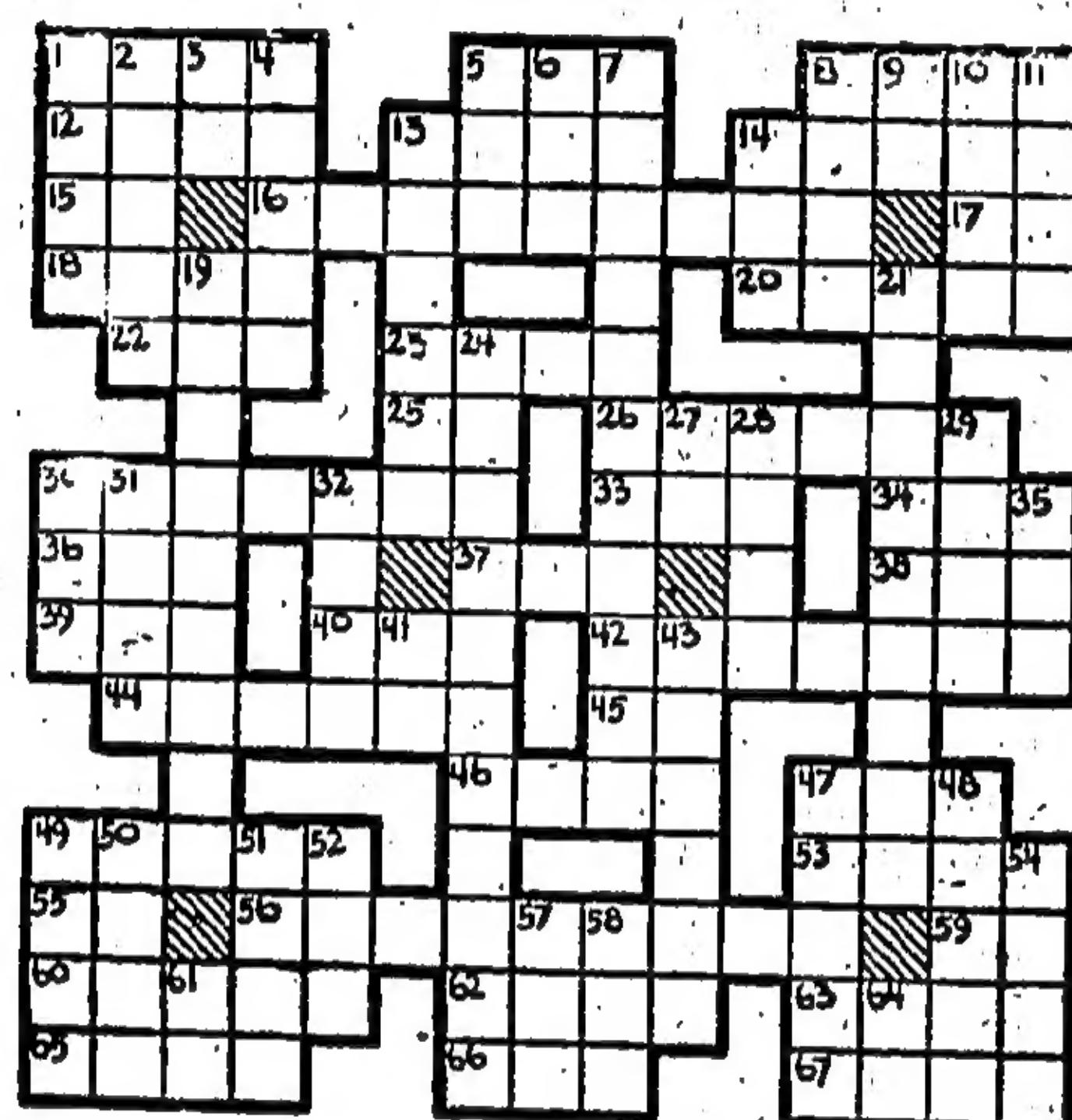
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DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our senders are warned to look out for occasional phonetic spellings, such as harbor, plow, and altho.)



HORIZONTAL (Cont.)

- 45-Toward
- 46-Playdays
- 47-Atavists
- 49-A mountain nymph (Greek Myth.)
- 53-To raise up
- 55-An Egyptian god
- 56-A substitutes
- 59-Civil Engineer (abbr.)
- 60-A thicket
- 62-Wickedness
- 63-Spikenard
- 65-Places
- 66-An ancient pistol
- 67-Scrutinizes

VERTICAL (Cont.)

- 10-A white calcium oxide
- 11-Playing card (pl.)
- 13-Playing in a liquid
- 14-Man's name
- 19-Perfect assurance
- 21-Unusually violent gaze
- 24-Vanished
- 27-Intersection
- 28-Large-mouthed pitcher
- 29-N. American rail
- 30-Existed
- 31-To send forth
- 32-Cardinal
- 33-A number
- 41-Three-toed sloth
- 43-Ordinary
- 47-Greek goddess of peace
- 48-Mother-of-pearl
- 49-Globes
- 50-Choice
- 51-Requires
- 52-Appropriate
- 53-Convivialists
- 55-A ship's boat
- 61-Near
- 64-Ever

(The solution of the above cross-word puzzle will appear in tomorrow's issue along with a new cross-word puzzle.)

YESTERDAY'S SOLUTION

SUNSEN	SIPARED
UOSLO	PALMI
TU	WASSAIL MN
LID	NEEDS GIN
ESAU	DEE CANE
RENTS	MAIDER
STARLINGS	
TAKEN	I NADIR
AVER	BET RETA
MOR	RISSES NEI
PN	MARTENS MS
EDONS	MAIN I
REBATE	SPRAIN

INDIAN RELICS

Primitive Art Goes To Paris Exhibition

From the Nama River, British Columbia, one of the remaining forms of primitive art on the North American Continent, in the shape of a nine-faced totem pole, is on its way to Paris, art centre of the Old World. The totem pole of Naskinwath is a gift of the Canadian National Railways to the Musée du Louvre.

A splendid example of Indian wood carving, it stands twenty feet from the ground to the tip of its highest head. T. B. Campbell, Canadian National Railways, has, for several years engaged in the work of restoring and preserving totem poles in western British Columbia. Procured, it is understood, by shipowner

Mr. Peter, of Victoria, B. C., for several years engaged in the work of restoring and preserving totem poles in western British Columbia. Procured, it is understood, by shipowner

A RIVAL TO STONEHENGE

RECENT EXCAVATIONS IN WILTSHIRE

MYSTERY RINGS

Woodhenge, as a name formed on the analogy of Stonehenge, signify a prehistoric structure made not of stone but of wood, and structure. It may be added, longer in existence as it would be if it were of stone, but decayed to the point of annihilation in the course of decades of centuries, is now a familiar word. It was originally applied, as is common knowledge, to a site in Wiltshire which was detected for the first time in December, 1925, and has been since then carefully excavated; and another Woodhenge was discovered quite recently in a field near Norwich. Both discoveries were made possible by that new resource of archaeology, photography from the air, and both have been described in archaeological journals. There is now published, however, the complete story of the Wiltshire Woodhenge, by Mrs. B. H. Cunnington, who with her husband carried out the excavations on the site during the summers of 1926-28. [Woodhenge, By M. E. Cunningham, Davy's Simpson and Co. 25s. net.] It is a highly detailed piece of work, illustrated by a large number of photographic and other plates, and containing special reports on the human remains by Sir Arthur Keith, on the animal remains by Dr. J. Wilfred Jackson, and on other remains by Mr. A. S. Kenward, Mr. B. B. Woodward, Mr. C. D. Hogbinbotham, and others. The volume contains also what appears to be an exhaustive inventory of everything which came to light during the diggings.

Four Circles

Woodhenge lies in a field in the parish of Durrington, about a mile and a half north of Amesbury, nearly two miles north-east of Stonehenge, and a few hundred yards from the River Avon. Quite near to it are four circles and a certain egg-shaped enclosure, which have also been excavated, their contents being described in the present volume; and not far off are the sites of a Roman-British village and other ancient remains. The discovery was made in the first instance by a singularly lucky chance, in December, 1925, when Squadron-Leader (nsizl, V.C., was flying at about 2,000 ft. over Stonehenge. When in the air, with both sites in view, he noticed a circle with white chalk marks in the centre near Durrington Walls. He took a photograph, and kept the site under observation, until in the following July, "when the wheat was well up over the site," to quote his own words, "there was no further doubt. Five or six or perhaps even seven closely set rings of spots appeared." Excavations were soon begun, and when the soil had been removed and the surface of the undisturbed chalk had been exposed, it became possible to recover the entire pattern of a long-lost monument, which, as Mrs. Cunningham says, soon began instinctively to be called "Woodhenge" by the excavators. That the name is not a guess is proved here conclusively by Mrs. Cunningham's arguments. The nature of the ancient holes, which were found to correspond with the spots in the wheat, shows that they could have been filled by no uprights by wooden ones, and from an analysis of charcoal found in the soil some of the uprights seem to have been of oak, others of birch, and others of pine.

The Six Rings

Though the site has been subject to constant cultivation and some of its ancient features have been obliterated, Mr. and Mrs. Cunningham have succeeded in tracing it with astonishing completeness. There are in all six concentric rings of holes, arranged with some geometric skill, from an innermost oval to figures which more closely approximate to circles as they extend outwards. From the innermost ring outwards they number respectively 12, 18, 18, 16, 82, and 60. The holes in the ring of 16 are larger than those in the other rings. Beyond that is a berm, or flat platform, and beyond that a bank, which has in parts been worn down in the course of cultivation. The whole area has been bought from the owner by Mr. and Mrs. Cunningham, who have fenced it off and set up in the holes so as to make the hindmost of the monument permanently visible, low cylinders of concrete. These therefore occupy the places once occupied by tree trunks. The ground is being laid down in grass, and it is Mr. and Mrs. Cunningham's intention to plant it over. It is now dark or some public body.

The number of holes found, however, is not wholly made up of those which form the rings, or circles. There are also a number of other holes, including a point of interest, a single, single-pointed hole, which is the only one of its kind in the whole of Wiltshire, and which is believed to be the remains of a post-hole.

THE SPACIOUS DAYS FOREIGN AFFAIRS IN RECALLED SHANGHAI

MYSTERY OF COUNTESS WARWICK SOUND

RELICS OF FROBISHER'S MEN

A few theory as to the fact of five men left on Kudlunarn Island by Sir Martin Frobisher in 1576 Bureau of Foreign Affairs for Kiangsu was to be abolished on December 31, 1929. Beginning January 1, 1930, the following matters which were hitherto dealt with by the said bureau will be henceforth attended to by the secretariat and the respective bureaux of this Government, namely—

1. Matters concerning the issue of passports for Chinese to go abroad, or for foreign missionaries to travel into the interior, as well as the registration and identification of Russians and non-treaty aliens will be dealt with by the Bureau of Public Safety.

2. Matters concerning the issue of certificates to representatives of foreign firms to go into the interior or the certification of contracts or power-of-attorney will be dealt with by the Bureau of Social Affairs.

3. Matters concerning land and the issue of deeds will be dealt with by the Bureau of Land.

4. Matters concerning harbour works, embankment and conservancy works will be dealt with by the Bureau of Harbour Works.

5. Matters concerning the collection of revenues will be dealt with by the Bureau of Finance.

6. Matters which do not fall within the scope of the above-mentioned bureaux will be dealt with by the Secretariat.

Applications should be made directly to the bureaux and the secretariat respectively.

CITY GOVERNMENT TO CARRY ON THE WORK

THE OLD BUREAU

In accordance with the order of the Ministry of Foreign Affairs, the Bureau of Foreign Affairs for

THE HONG KONG

PENINSULA HOTEL:

HONG KONG HOTEL: REPULSE BAY HOTEL:

PEAK HOTEL

AND SHANGHAI

ASTOR HOUSE: PALACE HOTEL:

MAJESTIC HOTEL

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If you get a cut, scratch, bruise, or sprain—

if your skin is itchy, blotchy or sore, is affected by sun or wind, or poisoned by insect bites, you can rely upon Zam-Buk.

Being compounded from highly-refined herbal extracts, Zam-Buk exerts a purifying influence deep in the underlying tissues as well as on the surface skin.

Zam-Buk has antiseptic and germicidal properties never before associated with external applications. It swiftly eradicates eczema, ulcers, and other serious skin diseases.

All skin and mucous membranes are quickly soothed and restored to healthy condition.

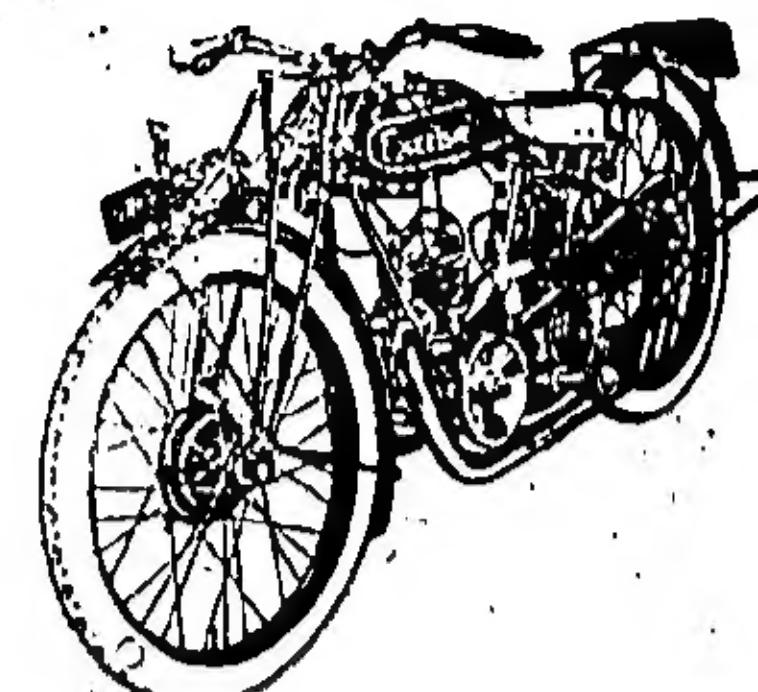
Keep Zam-Buk handy.

100% GUARANTEED

NO LARD OR OIL OF ANY KIND

THE MOTORISTS' PAGE

PRICES GREATLY REDUCED!



EXCELSIOR
MOTOR CYCLES

In order to give way for 1930 models which are coming, our stock of motor cycles have to go at greatly reduced prices.

Take The Advantage Right Away!

THE SINCERE CO., LTD.
SOLE AGENTS.

Here's Tyre
MILEAGE
at a Low Price
FISK
ALL-CORD TYRES



If you are one of those seasoned motorists who figure tyre costs on a mileage basis, you must eventually drive on FISK ALL-CORD TYRES.

FISK ALL-CORD TYRES deliver the most mileage your dollar can buy. A thicker, tougher tread, and the patented FISK ALL-CORD process give FISK TYRES unusually long life.

OBtainable at all Garages upon request.

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Spare Parts
Batteries
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RECORD BROKEN

Fine Run From Madras To Ootacamund

According to a cable just received by the Studebaker factory, the record between Madras and Ootacamund, India, has been broken by nearly three hours by a stock Studebaker President Eight Roadster.

The car was driven by A. L. Nageltinger, resident of Madras. Ootacamund is a large hill station to which residents of Madras and the surrounding country migrate with the advent of hot weather. The distance between the two points is 402 miles, the last fifty miles over winding mountain roads climbing to an altitude of over 7,500 feet. Nageltinger completed the trip in 9 hours, 10 minutes, nearly 3 hours faster than the former record.

The feat was greeted by enthusiastic press comments throughout India, particular stress being laid on the fact that the Studebaker used was a strictly stock car.

"This achievement recalls the amazing speed records established last April by C. L. Clark of the Swiss Engineering Company of Bombay," said the Manager of the Hong Kong Hotel Garage, the local Studebaker-Erskine dealer, in commenting on the record. "In a cross country run between Bombay and Calcutta and Bombay and Delhi, Clark likewise drove a stock Studebaker President Eight Roadster.

"Four hours and twenty minutes were clipped from the Bombay-Delhi record, the President overcoming mud and sand storms which at times all but obliterated the road. In face of these difficulties the President covered the 904 miles in 24 hours, 10 minutes elapsed time. The Bombay-Calcutta run of 1466 miles was made in 40 hours, 15 minutes, 7 hours and 20 minutes faster than the previous best time. Here again, obstacles innumerable beset the President, including even wild animals at night which were attracted by the lights of the car.

"Several months prior to this run, C. E. Perry, a business man of Rangoon, made motoring circles in Burma sit up and take notice, when he blazed his own trail between Rangoon and Mandalay in a stock Studebaker Tourer. The trip was made in 48 hours.

"Although the distance is only 385 miles, the utter absence of even a semblance of road and existence of dense jungles and wide stretches of thick elephant grass barring the way, made the record breaking time even more significant."

MOTOR BALLROOMS

Party Dances On Wheels

A dance—complete with band and refreshments—when motoring along country lanes at thirty miles an hour is the latest luxury afforded by the advancement of the motor coach.

You take a gramophone and a ukulele and the coach builders, as shown at the Commercial Motor Transport Exhibition at Olympia, have done the rest.

There is a piano that folds up when nobody wants it.

The seats fold back, leaving a space of polished dance floor; you touch something at the back of the seats and down come glass-topped refectory tables; shillings put into machines produce cigarettes and chocolates.

The driver shuts himself away from the party, the heat pipes warm the "room," the lights glow softly under painted parchment shades, and the pretty coloured curtains are full of sandwiches and jellies and other suitable provisions for a party.

Then away you go—to Derbyshire or Devonshire or anywhere you please. There are no neighbours to be considered, no parking problems.

You can stop on some deserted moorland and go for a moonlight stroll, and you can draw up for eggs and bacon in the morning at some village inn.

These gleaming giants of the road on show at Olympia breathe opulence in every chromium-plated line and luxury fitting of the boudoir-like interior.

Check out the latest news, and you can sit back and let the modern traveller no longer be a burden to the road.

SAFE DRIVING

Ten Simple Results To Observe

The conscientious observance of ten simple rules for safer driving prepared by one of the foremost traffic authorities would materially reduce the number of traffic and highway accidents and at the same time result in a decidedly more efficient use of our motor cars, according to A. R. Erskine, president of The Studebaker Corporation.

"The many complications and new safety requirements imposed by modern traffic conditions are ably covered in these ten commandments for motorists," said Mr. Erskine. "They were compiled at the request of safety workers by Dr. Miller McClintock, director of the Erskine Bureau for Street Traffic Research which The Studebaker Corporation endows in Harvard University as its contribution to the solution of modern traffic and safety problems. The rules are based on traffic studies made by the Bureau in city and suburban areas with an estimated total population in excess of 10,000,000 people. The ten pointers which it is believed motorists should always bear in mind whether driving in the city or in the open country are:

1. Keep your car in sound condition.
2. Keep your car under control—it is dangerous if you cannot stop in the assured clear distance ahead.
3. Keep your eye on the road—one second's inattention may mean an accident.
4. Never fight for the right way—the only real utility of right of way lies in inquests or damage suits.
5. Go along with the procession—you have no more right to "drive" traffic than you have to jeopardise yourself and others by unnecessary "cutting in."
6. Be as courteous on the road as you are in your own home—give other drivers and especially pedestrians a fair chance.
7. Know your local traffic rules and obey them exactly—they are the motorist's "safety" code and book of etiquette combined.
8. Take pride in your driving skill—if normal people are nervous to ride with you, something is wrong with your driving.
9. Don't mix liquor, worry or anger with petrol.
10. Study local maps and experiment for shorter and less congested routes; you may be surprised at the time you will save.



Henry Ford, millionaire automobile manufacturer, on his arrival at the White House, as a member of the group of industrialists who conferred with President Hoover on the problem of expanding the nation's business. Mr. Ford announced his intention of putting a wage increase into effect at his Detroit and Long Island City plants, affecting nearly a hundred thousand workers. Mr. Ford's optimistic statement follows an assertion that prospects for better business are secure.

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CHEAP OIL

FALSE ECONOMY

TROUBLE



When the price of those commodities upon which we depend for livelihood is barely sufficient to cover production costs, strange as it may seem; but nevertheless true, many motorcar and motor truck owners go for cheap lubricating oil, reasoning that the cheaper the oil the greater the saving, and consequently the lower the operating expense.

Believe it or not—the truth of the matter is that the cheaper the lubricating oil, the lower the quality and the higher the operating expense. Cheap lubricating oil—like everything else—is expensive, because it can not economically do the work it is supposed to do. It can not, and does not form a perfect seal between the piston rings and cylinder wall. What's the result? Blow by of compressed gas and consequent loss of power. The compressed gas escapes into the crank case, and is wasted. The greater the quantity of wasted gas,

the greater the quantity of benzine required—and benzine costs money.

And what about lubrication? If an oil is so poor in quality as to be unable to form a perfect piston seal, it simply means that the piston rings are in actual contact with cylinder walls—and metal to metal contact creates friction. Friction destroys metal. Destroyed, or worn metal means replacement. And replacement is expensive.

So, boiled down, the use of cheap lubricating oil eventually necessitates expensive replacements—otherwise entirely unnecessary, if the best lubricant obtainable is used.

And there is nothing in the lubricating oil line to touch the New Mobil oil.

When times are bad it is unwise to forsake quality—it's "penny wise, pound foolish" policy. Vendors of cheap lubricating oil advocate because they know no better.

VACUUM OIL COMPANY

RACING CARS

A Vanishing Type At Home

The true racing car, if it be not dead, is at any rate moribund. No longer do eager motorists rush to get a glimpse of the latest projectile from some famous factory, nor does the fierce blare of an open exhaust herald the approach, on some road or track, of that engineering miracle, a special racing car (says the "Motor").

There are many who lament the passing of this special type of vehicle which may be described as an elaborate testing plant for all its designer's theories. It is necessarily expensive—very expensive, for probably not more than four or five cars of this type will ever be manufactured. It takes months to design, months to construct, and may, after all that, prove a failure, so far as winning a race is concerned.

Rare Racing Cars

Because of the expense and because of the need for getting down to production in these days of keen competition, real racing cars became more and more rare. Finally, affairs reached such a pass that the organisers of Grand Prix races were faced with the fact that only one, or at most two, firms were left to compete with suitable cars. Therefore, anxious that their efforts should not fail, the organisers of Grand Prix races took to a modification of what the Americans call stock car racing, and only those cars which were listed as being available for purchase by the public were allowed to compete in the premier European events.

Naturally, such a step was welcomed by manufacturers, who could then, with very little extra expense, take part in a race with a reasonable chance of success. But certain important personalities in the motor world are already lamenting this state of affairs, for they say that stock car racing has put an end to progress of design.

Manufacturer's Incentives

This, to a certain extent, is true. What incentive is there for a manufacturer to test new ideas by the cruelling ordeal of racing? If the vehicles which he enters in competitions must be absolutely or nearly standard? Obviously, it is better to keep the design the

same for two or three years, at the end of which time real reliability, with a reasonably good performance, may be expected. If the manufacturers wish to race with a new type of car or with some important modification to an existing chassis, then they must, in order to be eligible for the contest, undertake to make and to sell a certain number of similar cars during the year. Thus they are let in for producing a large number than is desirable of cars which, after all, may not prove to be as successful as was originally hoped.

Advertising Value

So far as the advertising value of motor racing is concerned, a manufacturer can obviously make more capital out of the fact that a practically standard car won an event than if he boasts of the performance of an altogether special car which may have cost several thousand pounds to construct. Another reason why events for "sports-touring" cars have taken the place of the old-type Grand Prix event, is that terrific speeds now commonly attained have made road racing in particular an extremely dangerous undertaking. There are few men who have the necessary skill and nerve to drive on the road at speeds of 140 m.p.h. or so.

Speeds in Safety

The proposed speedway on the shore of the Wash, which Captain Malcolm Campbell is trying to get constructed, may bring about a revival of the true racing car, for here it seems, will be a place where the very last word in progress can be tested practically with a greatly minimised danger, both to the driver and to onlookers. It is true that the regulations for some stock car races do permit of certain experimental fittings, but there are always endless arguments as to whether a car is or is not a production model, and what departure from standard is to be permitted. The rules for racing for specially built cars can, therefore, be much more simple.

The construction of racing cars, however, seems to occur in waves, and depends on the style of competition in popular favour. In 1908, for instance, everyone lamented the passing of the French Grand Prix races, but a few years later there came a revival with all the glories of the old time concealed.

Let us hope, therefore, that the present lack of races for specially built cars is but a passing phase.

IN AFRICA

Fourteen Weeks Of Adventure

What was described in the Cape Town press as "one of the most remarkable African motor journeys ever made" took H. R. Cope Morgan, mining engineer, and his wife, 7,500 miles through the heart of the Dark Continent into lands that a white woman never before had penetrated, and left them safely in British South Africa, after 14 weeks of strange adventures.

The journey was made in a Ford truck. The Cape Argus described the unusual trip as follows: "For a thousand miles Mr. and Mrs. Morgan travelled through territory in French Equatorial Africa where a breakdown might have meant death. 'No food could be bought, and there was not a petrol dump along the route,' said Mr. Morgan to a representative of the 'Argus.' First, there was desert to cross, then thorn bush, thicker bush, and finally the heavy jungle of the Congo. My wife was the first white woman to travel through this wild territory."

"The first great sight encountered was a celebration of the end of Ramadan by Moslem tribesmen in Northern Nigeria.

"These men are splendid horsemen," said Mr. Morgan. "We saw a thousand of them at the gallop, many wearing old English armour, shining helmets and breast-plates—which their ancestors captured during the 'Crusades.' Some of the chaps—all we saw go back to the fourteenth century. It was a weird and magnificent sight to see in that remote corner of Africa."

"The heat was the greatest hardship during that part of the run, for the temperature would rise from 92 degrees at dawn to 125 degrees at noon. Fresh food went bad quickly, and the party lived on tinned provisions."

"Once over the Belgian Congo border, a fine road followed to the Kenya border. Mr. Morgan found modern road signs in the jungle, but many of them had evidently been placed there by natives who did not understand their meaning." "Dangerous roads had been erected at trifling cost, and altogether the effect was appalling and uninviting."

SLOW RUNNING

Some Carburettor Problems

An engine which will "idle" regularly without danger of stopping is an absolute necessity for driving comfort. This happy state of affairs can only be arrived at when the carburation is correct, with all the essential factors of the engine working in unison (says the "Autocar").

The carburettor usually supplies idling mixture by means of a small choke tube and jet working in conjunction with the main supply, rich mixture at a low speed being led to the butterfly throttle, where it meets a high-speed air stream passing the partially closed throttle; at this point it is corrected and atomised.

It is common practice for the slow running mixture port to be completely covered by the butterfly when fully closed, idling speeds being obtained by a partially opened throttle. Admission of slow-running mixture on the engine side of the throttle has often been suggested on the grounds that it would cause a high air speed past the pilot jet. This method, however, would probably necessitate a fully closed throttle, and the initial advantage would be lost by a fall in speed of the mixture after passing into the large space between the throttle and engine.

One of the few exceptions to butterfly idling control is a well-known constant vacuum carburettor, which takes its idling mixture from the main jet by means of a temporarily restricted choke section. The correct idling speed and mixture are obtained in all cases by working on two adjustments—throttle opening and mixture strength. The former adjustment can be readily made by noting the engine speed, but the latter can only be obtained by trial, and should be carried out with the ignition retarded as far as practicable.

Correct Idling Mixture

Speaking generally, a correct idling mixture strength will give the most regular firing. Black smoke from the exhaust is a sure sign of over-richness (unless a large proportion of benzole is being used). A weak mixture can often be detected by placing a piece of writing paper against the end of the exhaust pipe. This will cause a loud fluttering noise (denoting weakness).

It is often extremely difficult to obtain good idling from a small engine with a light flywheel, especially when a low range of ignition control is available. In these cases it will often be found that a fast idle will give steadier running and minimise the risk of stopping when the clutch is withdrawn or a gear engaged.

Engines are now often called upon to idle correctly with number of pipes leading from the induction system to various vacuum auxiliaries. The small constant air leakage caused by these is all but negligible, and is compensated for by a slightly richer mixture. Should the combined air leakage, plus valve guide and piston leakage, exceed a certain amount, however, the correspondingly richer mixture called for will commence to cause troubles, the most serious being what is termed "collecting."

Firing in the Silencer

Years ago most engines were troubled by this owing to their excessive induction air leakage. The vacuum in the system was insufficient to dry the walls and a film of liquid petrol formed. This increased in thickness until it flowed into the engine, causing it to stop. In the event of the ignition being switched off prior to this occurrence, a large quantity of petrol ran back from the induction system. It will thus be seen that the safe margin for air leakage must not be exceeded.

One of the most exasperating ills from which modern vehicles are liable to suffer is that of firing in the silencer when the car is driving the engine. There is no certain cure for this, one can only ensure that the idling mixture is rich enough and that there are no air leaks in the exhaust system both before and behind the silencer.

Some heavy vehicles are great offenders in this respect, especially old ones with leaky exhaust systems. The manufacturer can be mitigated by fitting a very long tail pipe to the silencer, by this means the trouble has in some cases been entirely overcome. In others it has converted a severe disturbance of the engine into a quiet hum.

It is a very difficult problem to solve, and the only certain method is to fit a silencer which is as leaky as possible.

SLEEVE-VALVE CAR

Covers 20,000 Miles At 82.73 Miles Per Hour

All records for sustained speed, previously held by American cars, were shattered on the Monthly track near Paris, France, when Marchant, Morel, Kirilloff and Leroy De Presle drove their 12-cylinder sleeve-valve Voisin 30,000 kilometres in 224 hours, 39 minutes, 58.78 seconds, for an average speed of 82.97 miles per hour.

The engine of the Voisin is the same type used in all Willys-Knight cars built by the Willys-Overland Co., the world's largest manufacturer of cars employing sleeve-valve engines.

The 20,000 mile record was made in 241 hours, 43 minutes, 40.9 seconds, an average of 82.73 miles per hour.

By this achievement the Voisin broke nearly all the records established at Atlantic City last year and set up new records for one day up to 10 days, recently recognised by the International Sporting Commission on the recommendation of the American Automobile Association.

After covering 30,000 kilometres, Gabriel Voisin announced that his car would be stopped at 40,000 kilometres, this being about equal to the distance around the world at the equator. When near the 30,000 kilometre mark, however, the car turned over.

The car used for these records was a special Voisin, with a 12 cylinder sleeve-valve engine of 86 by 130 mm. bore and stroke (3.89 by 5.12 inches). The cylinder blocks were taken from stock, but the three bearing crankshaft, more than four inches in diameter, was built specially, and the crankcase was built up of welded sheet steel.

Officials of American automobile companies are reported in touch with the racing board of the Automobile Club of France with a view to attempting to regain their records of the French track.

SPEED READING

Effect Of Tyre Wear

The accuracy of automobile speedometers is, to-day, practically taken for granted. If actual scientific tests were made it is possible that this accuracy would probably be found to be approximate only, but in most cases so near to accuracy as to be of practical value for all ordinary purposes. But speedometers may become inaccurate, and generally they err, after long use, on the side of increasing the speed reading.

Again, tyre wear will affect the reading. Given a tyre with, at first, a good thick tread, which has worn down considerably, the reading will be on the fast side. If the tread wears half an inch in diameter, the car will travel approximately one and a half inches less for each rotation of the wheel. This will increase the speedometer reading by a small amount. If the owner is in doubt about the accuracy of his speedometer he can easily check it between mile posts. If it is much out, he should have it overhauled and reset. Wear of tyres will affect the mileage register to the same degree as the speed reading.

SILENT SALESMAN

Orders The Manoeuvres May Bring

How the new role of silent salesman to the British motor industry has been unconsciously filled by the mechanical forces of the Army is revealed by the report of an incident during the recent manoeuvres on Salisbury Plain.

It is stated that several Australian and South African visitors in London were so impressed by the reports of the behaviour of these vehicles that they made a special journey to Whitehall to see the lorries in action.

No Breakdowns

These lorries, covered nearly 500 miles a day, said one of the officers in an interview.

There were 21 of them and they surmounted every obstacle even under the roughest conditions. It was never necessary to use the caterpillar tracks with which they can be fitted. Their performance was really a triumph of British workmanship.

In spite of the extremely rough conditions, they had to make

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ROUGH MOTORING

Central Australian Experiences

Literally teeming with human interest is a letter received by the Shell Oil Company from Francis Birtles, the Australian explorer, from his headquarters at Pine Creek. It paints a vivid picture of the great interior of the continent, and bush fires that rage at will over unlimited spaces, and of gallant settlers that push their boundaries out into space and with indomitable spirit convert an arid desert into a profitable cattle station. The last two months were spent completely out of touch with civilisation, and Birtles describes them quite frankly as being "the toughest yet," and the modest chronicle of his experiences certainly bears out this conclusion.

For two weeks constantly he ran the gauntlet of a bush fire which, at one time, forced the car on to the banks of a steep creek, from which it seemed he would never get out. Raging back through six miles of long grass, stumps and timber, he burst both back tyres and had to continue on the rims. When crossing one particularly heavy patch of burning ground a tin of petrol burst causing considerable inconvenience. Shortly afterwards he missed a gap in the hills, where he had intended to get water. "The valley I was in," he writes, "homed me in to a dry, sandy creek, and it was only after a long, dry stage I at length found a small spring half way up a mountain side. I filled my water tins and humped them to the car and set off back to the gap. Owing to the loss of petrol from the tin bursting, the car became stranded three miles away, just as my water was finished, so I tramped to the spring, rested, and then walked 20 miles to where I had a Shell supply stored away underground for the return journey. Have you ever tried carrying a four-gallon tin of petrol 20 miles through scrub and rocks under a blazing hot sun?

"Getting back to the car I found three tyres flat. The heat of the ground travelling and the hot sun had lifted all the patches. The solution was about as sticky as treacle. I spent five days at the gap spring before getting the patches to stick, but bad luck dogged my path. Coming over the rough mountain and creek beds my engine gasket blew again—my last one—and on a dry stage. I tramped three miles for water, carried some back, but the repair was beyond me. Luckily I was now within 18 miles of a cattle station and walked to there. The cattle owner was a new chum motorist. His car was stranded 30 miles away, so we saddled up pack horses and rode out. We found the battery flat, due, I suppose, to the acid having gone stale. There was no magneto on the car, so we had to send a native off on a fast horse to Pine Creek. Next day he came back with a borrowed battery. And so," writes Birtles, quite unconcernedly, "we came eventually to Pine Creek, where the pleasantest sight for months was an adequate stock of Shell spirit and oil supplies. We have already loaded up stores for my wet season camp."

Another part of his letter was devoted to the good game hunting he had experienced during his two months' trek. According to Birtles, it was the best fishing and shooting in Australia, amidst park-like surroundings. There are hundreds of thousands of geese, all of which are wily and give good sport; quantities of duck, and red, line and reel fishing in both fresh and salt water lakes, creeks and rivers.

COUNTRY TOURING

Automobile Club Hotels In Australia

Now that the touring season is nearing its height, members of the Royal Automobile Club are reminded of a service designed to add to their comfort whilst travelling. The touring department has a list of hotels selected for as to cuisine and general comfort, which are known as R.A.C. houses. There is a R.A.C. house in nearly every town of importance in the State, says the "West Australian" and it is stated that several Australian and South African visitors in London were so impressed by the reports of the behaviour of these vehicles that they made a special journey to Whitehall to see the lorries in action.

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There were 21 of them and they surmounted every obstacle even under the roughest conditions. It was never necessary to use the caterpillar tracks with which they can be fitted. Their performance was really a triumph of British workmanship.

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The China Mail

Thursday, January 9, 1930.
Twelfth Moon, 10th Day.

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1845

大英元月九號 神拜耶日
中華民國己巳年拾式月初十

HONG KONG, THURSDAY, JANUARY 9, 1930.

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POST OFFICE NOTICE.

NOTICE

Holders of Wireless Licences are advised that under the Wireless Telegraphy Regulations all such licences expire on December 31, and that licences for the new year must be renewed as early as possible during the month of January.

List of ships expected to be in wireless communication with Hong Kong to-day:—Chakang, Apco, Sourabaya Maru, Tone Maru, Glenamoy, Fushimi Maru, Hakodate Maru, Korea Maru, Philadelphie, Benvenuto, Burgenland, Denmark, Tjikarang, Talyuan, President Folk, Konsan Maru, Suyang, Fooching, Liangchow, and Kidderpore.

INWARD MAILS

From	Per	
THURSDAY, JANUARY 9.		
Shanghai and Amoy		Talyuan
FRIDAY, JANUARY 10.		
Straits		Kidderpore
Japan and Shanghai		Fushimi Maru
London (Parcels, Dec. 5) and Straits		Hector
SATURDAY, JANUARY 11.		
Shanghai and Swatow		Sunning
Shanghai		Lahore
Europe via Nagapatan (Letters and Papers, London, Dec. 12, 1929)		Talma
U.S.A. (San Francisco, December 12, 1929), Honolulu, Japan and Shanghai		President Folk
SUNDAY, JANUARY 12.		
Manila		President Jackson

OUTWARD MAILS

For	Per	
THURSDAY, JANUARY 9.		
Saigon		Pong Tong
Sam Shui and Wuchow		3.30 p.m.
Swatow		Anjou
Sundays		Nanning
FRIDAY, JANUARY 10.		
Sundays		Hinshing
Straits, Rangoon and Calcutta		Talamba
Japan and Europe via Siberia		Parcels
Haiphong and Tourane		Letters
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt & Europe via Marseilles		Kidderpore
Fushimi Maru (Dud' Marseilles, Feb. 9.)		G.G. Merlin
K.P.O.		5 p.m.
Registration Jan. 10, 4.30 p.m.		Registration Jan. 11, 8.45 a.m.
Letters		8.30 a.m.
SATURDAY, JANUARY 11.		
Java via Batavia		Tjikarang
Manila		President Folk
Shanghai		Talyuan
Straits, Ceylon, India, Mauritius, East and South Africa		Lahors
SUNDAY, JANUARY 12.		
Hollow and Bangkok		Chinna
Swatow, Amoy and Kormosa		Hokan Maru
Mondays, JANUARY 13.		
Manila, Australia, and New Zealand via Thursday Island		Talma
Swatow and Amoy		President Folk
Swatow, Amoy and Kormosa		Talyuan
Manila, Australia, and New Zealand via Thursday Island		Talma
Swatow and Amoy		President Folk
Swatow, Amoy and Kormosa		Talyuan
Manila, Australia, and New Zealand via Thursday Island		Talma

ALLEGED LOSS OF DIAMONDS

COUNSEL AND QUESTION OF ONUS

THE END IN SIGHT

Arguments on behalf of the Banque de l'Indo-Chine, in the claim against them for over 25,000 for the alleged loss of a parcel of diamonds sent here by post from Antwerp in 1922, were put forward in the closing stages to-day of the Original Jurisdiction action which has been engaging the attention of Sir Henry Gollan, C.B.E., K.C., in the Supreme Court all this week.

The legal aspect was put forward by Mr. Eldon Potter, K.C., with whom is Mr. H. G. Sheldon (instructed by Messrs. Johnson, Stokes and Master).

In reply to an offer by Mr. Potter, Mr. F. C. Jenkin, C.B.E. (instructed by Messrs. Deacons) stated that he did not wish to avail himself of the use of evidence given de bene esse by Mr. Kowin, sub-manager of the defendant bank in 1921.

Mr. Potter's reason for not putting forward this evidence was that Mr. Piguet, the present accountant, had given more complete evidence yesterday on the procedure adopted by the Banque.

Mr. Potter referred to what he described as the most important elements of Mr. Piguet's evidence. He dealt with onus and said that, even assuming the parcel belonging to the three plaintiffs (diamond merchants of Antwerp) had been received by the Banque (via the Hong Kong Post Office, to be handed here to one of the plaintiffs) for safe custody, Mr. Piguet's evidence was such as to negative any allegation of gross negligence on the part of the Banque.

No Suggestion of Negligence

There has not been a suggestion of negligence, Mr. Potter continued, unless mere loss of the parcel can be held to be a prima facie case of negligence. "Our evidence—if it is accepted by your Lordship—goes almost without saying, and it has been unchallenged in cross-examination, to rebut any suggestion of negligence by mere loss," said Mr. Potter.

Counsel for defendants also submitted that Mr. Piguet's evidence established conclusively that the lost parcel was not received by the Banque for safe deposit (in the banking meaning of the phrase); that Mr. Kornitzer (first plaintiff, who was in Hong Kong to sell the diamonds) was aware of the "safe deposit" procedure in the Banque, and that he used that procedure on four (other) occasions.

(Continued on next Column)

CIVIL WAR NOW WELL IN HAND

WHEREABOUTS OF TANG SENG-CHI STILL UNKNOWN

INTERNAL AFFAIRS

It is reported that General Yen Hsi-shan (who has been appointed by the National Government to take charge of military operations in the North of China) is pressing for the appointment of one of his protégés, General Fu Tao-yl, to the Chairmanship of the Shantung Provincial Government, states a Royal Naval wireless communiqué issued to-day.

The message adds that the troops under the rebel leader, Tang Seng-chi, will, it is anticipated, declare their allegiance either to General Yen Hsi-shan, or direct to the National Government.

Official Statement

Nanking, Yesterday.

At the Weekly Memorial Service on January 6, President Chiang Kai-shek reported that the military situation against the rebels was well in hand. Two divisional commanders under Tang Seng-chi have been captured, but the whereabouts of Tang, whose forces under Liu Hing are being surrounded, are unknown. The President added that the Vice-Generalissimo, Yen Hsi-san, having arrived at Chengchow, has decided to despatch troops to Loyang, launching an offensive against the Kuomintang. General Ho Ching-chun is leading the 5th Route Army to suppress Tang Seng-chi.

As soon as the war ends, the Government will immediately give attention to internal political affairs. With regard to the question of the extirpation of America and Britain, have not signed any objection, while Japan has made no declaration, although France holds an opposite view.

To Restore Traffic

Chengchow, Yesterday.

General Yen Hsi-san has sent an engineering corps to Hauchang under the direction of General Liu Chen-hua for the repair of the Ping-Han Railway so as to restore the traffic within the shortest time.

The Shensi troops are reported to have advanced along the line; the vanguard is reported to have arrived at Hauchang.

Following the fall of Chengchow, Chu-mien, Linyu, and Hauchang, (Continued on next Column)

Shensi. That procedure was not followed in regard to the parcel under dispute; the parcel was only handled by the correspondence clerk; and the Banque were prepared to hand it over to Mr. Kornitzer without a receipt.

Mr. Jenkin is to reply and judgment will be delivered later.



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EVANGELINE

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AT THE **QUEEN'S** TO-DAY TO SATURDAY AT 2.30, 5.10, 7.15, & 9.20.

the rebels have broken into three groups, dispersing over the neighbouring villages.

Advance Ordered

Hankow, Tuesday.

General Liu Shih has ordered five divisions to advance by three routes to attack Yencheng, the only city, which Tang's remnants are now defending.

Nanking, Tuesday.

Over ten planes have been daily sent by General Liu Shih to drop bombs on the rebels, who are likely to retreat from Lui-ho towards Hang-cheng.

Due to the wavering of the insurgents under Kung Hau, the National forces captured Hauchang on January 5. Tang Seng-chi has fled, his troops retreating towards the north of Honan.

The flight of Tang Seng-chi has demoralised his troops. Most of the rebels are surrendering to the National forces; the remnants consisting about 6,000 under the command of General Liu Hing are retreating to Yencheng. — Canton News Agency.

The story of a man without a conscience about women, regenerated at last by a pure love.

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